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Vol. II

TRANSCRIPT OF RECORD

(Pages 805 to 1646)

Supreme Court of the United States

OCTOBER TERM, 1946

No. 343

STATE OF NEW YORK, STATE OF DELAWARE, STATE OF INDIANA, ET AL., APPELLANTS,

vs.

THE UNITED STATES OF AMERICA, INTERSTATE COMMERCE COMMISSION, STATE OF ALABAMA, ET AL.

No. 344

STATE OF MAINE, STATE OF NEW HAMPSHIRE, STATE OF VERMONT, ET AL., APPELLANTS,

vs.

THE UNITED STATES, OF AMERICA, INTERSTATE COMMERCE COMMISSION, ET AL.

No. 345

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, BEAVER, MEADE AND ENGLEWOOD RAILROAD COMPANY, CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, ET AL., APPELLANTS,

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FILED AUGUST 1, 1946.

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[fol. 891] IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF NEW YORK

Civil No. 2317

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, MICHIGAN, NEW JERSEY, OHIO, WISCONSIN AND THE COMMONWEALTH OF PENNSYLVANIA, Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant

INTERLOCUTORY INJUNCTION—Filed December 21, 1945

The States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin and the Commonwealth of Pennsylvania, having filed their verified petition in this Court praying a permanent injunction forever annulling and enjoining enforcement of certain orders of the Interstate Commerce Commission in a proceeding before it entitled Class Rate Investigation, 1939, Docket No. 28300, and praying also an interlocutory injunction enjoining the enforcement of said order pending final determination of its petition; and service of said petition having been made as required by law upon the Attorney General of the United States and the Interstate Commerce Commission; and the Interstate Commerce Commission having intervened as a defendant herein; and the Governors of the New England States and various Western railroads having intervened in this proceeding as additional parties plaintiff; the States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Kansas, Oklahoma, [fol. 892] Arkansas, Texas, Nebraska, North Dakota and South Dakota, and other parties having intervened as defendants; and the Honorable Harrie B. Chase, Circuit Judge, and the Honorable John C. Knox, District Judge, having been called to the aid of Honorable Stephen W. Brennan, Judge of this District, as required by Title 28, U. S. Code, Section 47; and an order to show cause having issued and been served upon the Attorney General of the United States and the Interstate Commerce Commission requiring them to show cause before this Court so constituted at a hearing to be held in Room 110, United States Court House in the City of New York, N.Y., on December

13, 1945, at 2:00 P.M., why the interlocutory injunction prayed for by plaintiffs should not issue; and at least five days' notice of said hearing having been given as required by law; and said hearing having been had, the Court sitting in New York City for the convenience of and with the consent and by stipulation of all parties; and plaintiffs and invervening plaintiffs having been heard by counsel and having filed various affidavits with the Court; and the United States having been heard by its Assistant Attorney General, and having filed affidavits with the Court, the Interstate Commerce Commission by its Chief Counsel, and other inverveners by their respective counsel; and the Court having considered the verified petition and the affidavits presented to it and the arguments of counsel, the undersigned as such Court now make the following findings of fact and conclusions of law:

[fol. 893] FINDINGS OF FACT

1. This is a suit brought under the provisions of Title 28, U. S. Code, Sections 41 and 43 to 48 inclusive, seeking an injunction annulling and enjoining orders of the Interstate Commerce Commission in a proceeding entitled *Class Rate Investigation, 1939,* Docket Nos. 28300 and 28310 on the Commission's docket.

2. Plaintiffs are sovereign states and bring this action both as shippers and receivers of freight, on which rates affected by the Commission's orders are charged, and also in their sovereign capacities on behalf of their citizens and communities because of the effect of the Commission's orders upon the states, their citizens and communities.

3. The orders of the Interstate Commerce Commission sought to be enjoined would require, effective January 1, 1946, an increase of ten per cent in the class rates charged by the railroads for the transportation of class rate freight within Official Territory and a reduction of ten per cent in the class rates charged by the railroads for the transportation of such freight as moves under class rates within Southern Southwestern and Western territories and between the several territories.

4. The class rates are charged by the railroads in Official Classification Territory for the transportation by them of a large variety of manufactured articles, products of indus-

try and agricultural products. The report of the Interstate Commerce Commission dated May 15, 1945 indicates that 5.8 per cent of all carload freight transported in Official [fol. 894] Territory moves at class rates. A ten per cent increase in these class rates would impose upon industry, shippers and receivers of freight transported within Official Territory an increased freight cost of many million dollars a year.

5. The ten per cent increase if required and permitted to be charged by the railroads for transportation within Official Classification Territory pending final determination of this suit would subject industries, shippers and receivers of freight, and the citizens and communities of the states in Official Territory to great injury, for which they will have no redress in the event the Commission's orders should finally be held invalid and permanently enjoined, in that the increased charges on shipments at class rates will increase the cost to industries of shipping and receiving their products, will increase the cost of products to consumers, will discourage production and conversion to peacetime operation, and will tend to cause unemployment and consequent local distress.

6. The present class rates in Official Territory which would be continued in effect if an interlocutory injunction should issue suspending the effect of the Commission's orders were prescribed by the Interstate Commerce Commission in 1930, and there has been no complaint in the proceedings before the Commission against these rates and no demand by any shipper, receiver, community or state that these rates be increased.

7. The injury which would be suffered by the industries, shippers, receivers, communities and citizens in Official Territory would greatly exceed any injury to shippers [fol. 895] and communities or states in other sections of the country from withholding the reductions in rates ordered by the Commission, pending final determination herein, for the reason that a much greater volume of freight is transported by the railroads within Official Territory upon which the class rates are charged, which would be increased ten per cent, than the volume of freight upon which the Commission's orders would require a reduction in the freight rates. The Commission found that the class

rates are charged on 5.8 per cent of the carload freight transported within Official Territory, on only 1.8 per cent of the carload freight transported in Southern Territory, .6 per cent of the freight transported in Western Trunk Line Territory, .9 per cent of the freight transported from Southern to Official Territory, and 3.1 per cent of the freight transported from Western Trunk Line to Official Territory. In addition to this, the higher percentage in Official Territory is to be applied to a much greater volume of freight. The Commission found that in a period of two days the carload freight transported within Official Territory aggregated 111,914 carloads, while the carload movement within Southern Territory was only 23,512 carloads, and within Western Trunk Line Territory was only 32,889 carloads. The movement from Southern to Official Territory amounted to only 15,989 carloads and from Western Trunk Line to Official Territory to 12,120 carloads. Computations contained in affidavits presented to the Court indicate that the ten per cent increase in the class rates for transportation within Official Territory of both carload and less-carload [fol. 896] freight would cause an increase in freight charges to shippers and receivers of freight in that territory of over $15,000,000 annually, as compared with reductions in the charges for shippers in Southern Territory of not more than one tenth of this figure.

8. Greater disturbance and confusion would result if the changed rates ordered by the Commission should be permitted to go into effect and the Commission's orders should thereafter be held to be invalid and enjoined.

9. The reduced rates ordered by the Commission with respect to freight transported by the Western railroads would cause a very substantial reduction in their revenues, which they would have no means of recouping, if the Commission's orders should finally be held to be invalid and permanently enjoined.

10. The present class rates in all territories were prescribed by orders of the Commission in various proceedings as maximum reasonable rates and these orders would be operative to maintain the present rates in effect if the orders attacked in this suit should be suspended.

11. Although tariff schedules have already been filed with the Commission by the railroads providing rates to become

effective January 1, 1946, in conformity with the Commission's orders sought to be enjoined, the Official Classification railroads and the Western railroads by their counsel have advised the Court that such tariff schedules have been filed only under compulsion of the Commission's orders [fol. 897] and that if such compulsion is removed by the suspension and enjoining of said orders, they will take appropriate steps to continue in effect their present class rates.

Conclusions of Law

1. Plaintiffs have capacity to maintain this suit both as shippers and receivers of freight, the rates on which would be affected by the Commission's orders sought to be enjoined. The question as to whether plaintiffs in their sovereign capacities are otherwise proper parties hereto is not now decided.

2. The fact that the railroads under compulsion of the orders have already filed tariff schedules providing rates in conformity therewith, to take effect on January 1, 1946, does not render this suit moot or deprive this Court of power to grant effective relief by interlocutory injunction.

3. There are reasonable grounds for believing that the reports and orders of the Commission may be erroneous, contrary to and without adequate support in the evidence, and should be permanently annulled and their enforcement enjoined. This cannot, however, be determined until final hearing herein and upon examination of the evidence before the Commission which will then be before the Court.

[fol. 898] 4. There is greater justification for continuing in effect temporarily the present class rates which the Commission has prescribed and under which business has been done for a number of years than for permitting a sudden change in rates required by new orders, the validity of which is open to question.

5. Considering the doubt as to the validity of the Commission's reports and orders, and balancing the conveniences and equities of the situation, the Court in its discretion should issue an interlocutory injunction enjoining and suspending the enforcement of the Commission's orders pending final determination herein.

Wherefore, good cause appearing therefor, it is ordered, adjudged and decreed that an interlocutory injunction be and it is hereby granted enjoining and suspending until further order of this Court the order of the Interstate Commerce Commission dated May 15, 1945 as amended, and its order dated October 30, 1945, in its Docket Nos. 28300 and 28310; and until further order of this Court, said orders of the Interstate Commerce Commission are hereby enjoined and suspended and shall have no force or effect.

And it is further ordered that the United States and the Interstate Commerce Commission and their several officials, agents, servants and attorneys be and they are hereby enjoined from taking any action to enforce compliance with said orders of the Interstate Commerce Commission or [fol. 899] prosecuting any alleged violation thereof pending further order of this Court.

Let plaintiffs file a stipulation for costs in the sum of $5000.

Harrie B. Chase, U.S.C.J.; J. C. Knox, U.S.D.J.; Stephen W. Brennan, U.S.D.J.

Dated: December 20, 1945.

[fol. 900] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

STIPULATION FOR COSTS—Filed December 27, 1945

Whereas the Court in the above entitled proceeding has ordered, adjudged and decreed that an interlocutory injunction be granted enjoining and suspending until further order of said Court the order of the Interstate Commerce Commission dated May 15, 1945, as amended, and its order dated October 30, 1945, in its Docket Nos. 28300 and 28310 and

Whereas the decree granting said interlocutory injunction is dated December 20, 1945, and was filed December 21, 1945, in the District Court of the United States for the Northern District of New York in the Clerk's Office at Utica, New York, and

Whereas said decree provides: "Let plaintiffs file a stipulation for costs in the sum of $5000."

Now, therefore, plaintiff, The State of New York, hereby stipulates and agrees for the benefit of the defendants herein that it shall be and is bound to and shall pay all costs not in excess of the sum of Five Thousand Dollars ($5,000), which shall be awarded against the plaintiffs [fol. 901] herein in the event that the petition for a permanent injunction in the above entitled matter be denied on the final hearing and the aforesaid decree of this Court granting the interlocutory injunction be vacated and dissolved.

Dated: December 26, 1945.

The State of New York, by Orrin G. Judd, Solicitor General of the State of New York and Acting Attorney-General thereof.

STATE OF NEW YORK,
County of Albany, ss:

On this 26th day of December, 1945, before me, the subscriber, personally appeared Orrin G. Judd, to me known and known to me to be the Solicitor General of the State of New York and Acting Attorney-General thereof, and to be the same person who executed the foregoing instrument and acknowledged that he executed the same as such Acting Attorney-General of the State of New York.

Henriette Herkenham, Notary Public.

[fol. 902] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

ANSWER OF INTERSTATE COMMERCE COMMISSION—Filed January 12, 1946

The Interstate Commerce Commission, hereinafter called the Commission, intervening defendant in the above-entitled action, now and at all times hereafter saving and reserving to itself all and all manner of benefit and advantage of exception to the many errors and insufficiencies in the peti-

tion contained, for answer thereunto or unto so much or such parts thereof as it is advised that it is material for it to answer, answers and says:

I.

Answering paragraph I of the petition, the Commission admits that the suit is brought by plaintiffs to enjoin and set aside the reports and orders therein referred to and admits that the copies of said reports and orders, annexed to the petition as Exhibits 5, 6, 12 and 13, are correct, except that it says that, whereas its report of May 15, 1945, was entered and served on the parties in mimeograph form, the copy thereof, annexed to the petition as Exhibit 5, is in printed form and contains certain departures from the original text which are printers' errors, to wit: (1) At page 701, line 15, the word "southern" has been left out [fol. 903] and should be inserted, followed by a comma, immediately ahead of the word "southwestern"; (2) Table II of Appendix 9, which commences at page 754 of the report is given an incorrect heading, in that it reads "Table II—Intraterritorially," whereas it should read "Table II—Interterritorially." This mistake appears, and should be corrected, on each of the pages 754, 756, 758, 760, 762 and 764. (3) Appendix 3, Table I, page 732, the line reading:

	Class	*Number of ratings*	*Rate*	
Official	35	2709	26	should read
	Class	*Number of ratings*	*Rate*	
Official	35	2709	28	

The said corrections will be made in the report when and as it appears in the bound volumes of the Commission's reports.

II

Answering paragraphs II to VI, inclusive, of the petition, the Commission admits the allegations thereof, except that it denies that the plaintiffs have standing to bring and maintain the suit and except that it denies that the Court,

sitting as a specially constituted court in a suit to set aside orders of the Commission, has jurisdiction thereof under its general equity powers.

III

Answering the allegations of paragraph VII of the petition, the Commission admits that in the course of the development of railroad transportation, the country has come to be divided into three major classification territories, namely, official territory, southern territory, and western territory; admits that descriptions of the three said classification territories are roughly indicated in the paragraph, [fol. 904] but, for more accurate descriptions, respectfully refers the Court to page 457 of the Commission's report, shown as Exhibit 5 to the petition; and admits that the plaintiffs are located in official territory except that the plaintiffs the States of Michigan and Wisconsin are partly in official and partly in western territory.

IV

Answering paragraphs VIII and IX of the petition, the Commission admits the allegations thereof.

V

Answering the first sentence of paragraph X of the petition, the Commission denies the allegations thereof except that it admits that, so far as class rates are concerned, the railroads in the three classification territories have to a considerable extent followed different theories and practices in establishing and maintaining such rates.

Answering the second sentence of paragraph X, the Commission admits the allegations thereof.

Answering the third sentence of paragraph X, the Commission admits that class rates are principally charged for the transportation of manufactured articles, but, in further answer, it says that products of agriculture, animals and products, products of mines, and products of forests, also frequently move at class rates, in carloads, and that most of the less-than-carload shipments of all kinds of freight move under class rates, except in the south where a large portion of less-than-carload freight moves under commodity rates and exception rates.

Answering the fourth sentence of paragraph X, the Commission admits the allegations thereof that "the freight rates for the transportation of manufactured articles, including the class rates, are generally lower mile for mile in Official than in Southern and Western territories," but as to the allegation that "many commodity rates, for the transportation of low-grade freight and raw materials, are [fol. 905] higher mile for mile in Official Territory than the corresponding rates in Southern and Western Territories," the Commission answers as follows: It admits that, in many instances such commodity rates are on a higher basis in Official than in Southern and Western Territories, but alleges that in many other instances the reverse is true, and that the record in its proceeding does not reveal the relative average levels of the commodity rates on low-grade freight and raw materials in the three territories.

Answering the fifth sentence of paragraph X of the petition, the Commission admits the allegations thereof.

Answering the allegations of the sixth sentence of paragraph X, relating to rates for transportation from one territory to another, the Commission denies that they correctly state the manner in which such rates are made, and, for full and accurate information in respect thereof, the Commission respectfully refers the Court to pages 526 to 536, inclusive, of the Commission's report, shown as Exhibit 5 to the petition. Further and affirmatively answering the sixth sentence of paragraph X, the Commission says that all class rate tariffs, whether for intraterritorial, or interterritorial application, always specify the classifications which govern them.

VI

Answering paragraph XI of the petition, the Commission denies the allegations thereof.

VII

Answering paragraph XIII of the petition, the Commission denies that the Commission entered its orders of investigation, conducted its investigation and issued its reports and orders in the atmosphere therein depicted by plaintiff, and the Commission further says that the allegations are irrelevant, gratuitous and apparently for purpose of creating their own atmosphere.

[fol. 906] VIII

Answering paragraph XII, and paragraphs XIV to XXXV, inclusive, of the petition, the Commission admits and alleges that, on May 15, 1945, it made and issued the report referred to in paragraphs XVI and XX (copy of which is shown as Exhibit 5 to the petition) in proceedings then pending before it, entitled Docket No. 28300, *Class Rate Investigation, 1939*, and Docket No. 28310, *Consolidated Freight Classification;* admits and alleges that, on the same date, it made and entered in the said proceeding entitled Docket No. 28300, Class Rate Investigation, 1939, the order referred to in said Paragraph XVI, copy of which is shown as Exhibit 6 to the petition; admits and alleges that both of the said proceedings were instituted on its own motion and by the orders referred to in paragraph XII of the petition, copies of which orders are shown as Exhibits 1, 2, 3 and 4 to the petition; admits and alleges that the proceeding in Docket No. 28310 was instituted to the end of investigating and determining the lawfulness of the description of articles, carload minimum weights and ratings provided in the consolidated freight classification, containing the ratings on articles so described in Official, Illinois, Southern and Western Classification Territories, applicable to the all-rail, all-water, and rail-and-water transportation of property in interstate or foreign commerce, and that the proceeding in Docket No. 28300 was instituted to the end of investigating and determining the lawfulness of class rates, in interstate or foreign commerce, all-rail, all-water, and rail-and-water, applicable in the United States generally, except in Mountain-Pacific territory and between that territory and the remainder of the country; and admits and alleges that the two proceedings were heard simultaneously before Division 2 of the Commission, to which the proceedings were assigned for administrative handling.

[fol. 907] The Commission further alleges that, in order to develop the matters in issue clearly and enable the making of studies and obtaining of pertinent data and information, certain steps were taken prior to the hearings, including the issuance of a notice to the parties and the public, and the holding of a pre-hearing conference, all as stated at pages 455 and 466 of its report of May 15, 1945; that subsequently hearings were held by Division 2 of the Commission at St. Louis, Mo., on July 10 and 11, 1941, Indianapolis,

Ind., September 22 to October 1, 1942, Columbus, Ohio, November 16 to 27, 1942, and Washington, D. C., March 29 to April 1, 1943; that, in accordance with section 13(3) of the interstate commerce act, the Commission sought the cooperation of the State Commissions and they responded by appointing a committee, the members of which sat with Division 2 throughout the St. Louis, Indianapolis, Columbus and Washington hearings, and with the full Commission at the oral argument held at Washington, June 14 to 23, inclusive, 1944; and in the said proceedings the parties thereto, including the many intervening parties, were accorded the full hearing provided for in and by the interstate commerce act; that at the hearings a large volume of testimony and other evidence bearing upon the matters covered in and by said report and order was submitted to the Commission for consideration, by the counsel of said parties; that at said hearings and subsequently, both orally and in briefs filed in said proceedings, questions relating to said matters were fully argued and submitted to the Commission for determination on behalf of said parties by their respective counsel, including many of the particular questions raised by plaintiffs in this suit, whereupon the Commission determined said matters and entered and duly served upon the parties to the proceedings its said report and order of May 15, 1945.

[fol. 908] Further answering the said paragraph XII, and paragraphs XIV to XXV, inclusive, of the petition, the Commission admits and alleges that, following the issuance and entry of its report and order of May 15, 1945, it made and entered the orders referred to in paragraph XXIII of the petition, modifying in certain respects its order of May 15, 1945, and postponing from August 30, 1945, to January 1, 1946, the date upon which the rates prescribed by its order of May 15, 1945, were required to be made effective; that, in July 1945, there were filed with it various petitions for modification of its order and for rehearing and reconsideration; that subsequently it issued and entered the supplemental report and order of October 30, 1945, referred to in paragraph XXIV of the petition and copies whereof are shown as Exhibits 12 and 13 to the petition; and that, by its said supplemental report and order it modified in certain respects its report and order of May 15, 1945, and denied in all other respects the petitions filed with it.

The Commission further alleges that its said original and supplemental reports and orders include its findings of facts, decision, conclusions and requirements in the premises; that the said findings, decision, conclusions and requirements were and are, and that each of them was and is, fully supported and justified by the evidence submitted in said proceeding as aforesaid; that, in making said reports and orders, it considered and weighed carefully, in the light of its own knowledge and experience, all essential facts and circumstances necessary to reach a fair, just and lawful decision in said proceedings, as well as each fact, circumstance, and condition called to its attention on behalf of the parties to said proceeding by their respective counsel, including matters covered by the allegations of the petition herein; that the said reports and orders were not made or entered either arbitrarily or unjustly, or contrary to the relevant evidence or without evidence to support them; [fol. 909] that in making said orders the Commission did not exceed the authority which had been duly conferred upon it, and the Commission denies each of and all the allegations to the contrary contained in said petition.

The Commission specifically denies that plaintiffs and the citizens and committees they represent will suffer irreparable injury by reason of its orders as alleged in paragraph XXXIV of the petition.

Except as herein expressly admitted, the Commission denies the truth of each of and all the allegations contained in the petition, in so far as they conflict either with the allegations herein, or with the statements or conclusions of fact included in said reports and orders of May 15, 1945, and October 30, 1945.

All of which matters and things the Commission is ready to aver, maintain and prove as this Honorable Court shall direct, and hereby prays that said petition be dismissed.

Interstate Commerce Commission, By Daniel W. Knowlton, Chief Counsel.

[fol. 910] *Duly sworn to by J. Haden Alldredge. Jurat omitted in printing.*

[fol. 911] DISTRICT COURT OF THE UNITED STATES

No. 2311

[Title omitted]

ANSWER OF THE STATES OF ALABAMA, FLORIDA, GEORGIA, LOUISIANA, MISSISSIPPI, NORTH CAROLINA, SOUTH CAROLINA, AND TENNESSEE, AND THE SOUTHERN GOVERNORS CONFERENCE—Filed January 14, 1946

The States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, and the Southern Governors Conference, intervening defendants in the above-entitled suit, now and at all times hereinafter, saving and reserving to themselves all and all manner of benefit and advantage of exception to the many errors and insufficiencies in the plaintiffs' bill of complaint contained, for answer thereto, or unto so much of such parts thereof as they are advised that it is material for them to answer, answer and say:

1. Defendents deny that this court has jurisdiction of this case under its general equity power, but admit that the other [fol. 912] allegations of paragraphs I and VI, inclusive.

II. Defendants state that the allegations in paragraphs VI to XV, inclusive, and the matter and things in said paragraphs are irrelevant to the issues involved in this suit and are argumentative and self-serving statements, and defendants deny all of the matters and things contained therein except the quotations from the reports of the Interstate Commerce Commission.

III. Defendants admit the allegations of paragraph XVI.

IV. Defendants deny the allegations of paragraphs XVII to XXII, inclusive, except the quotations from the reports of the Interstate Commerce Commission contained therein.

V. Defendants admit and allege that the Commission made and entered the orders and the supplemental report as alleged in paragraphs XXIII and XXIV.

VI. Defendants admit and allege that the respondent railroads in Official Territory, Southern Territory, and

Western Territory have filed tariffs effective January 1, 1946, in compliance with the orders of the Commission, but deny that said tariffs have been filed under compulsion as alleged in paragraph XXV of the petition.

VII. Defendants deny all of the allegations of paragraphs XXVI to XXXV, inclusive, and allege that before making, entering and serving the reports and orders referred to in the petition that the parties to the proceeding, including the plaintiffs, were accorded a full hearing provided for by [fol. 913] the Interstate Commerce Act; that in said hearing a large volume of testimony and other evidence bearing upon the matters covered by said reports and orders were submitted to, heard and considered by the Commission, including testimony and evidence of plaintiffs; that upon consideration of the said testimony, arguments and briefs of the parties, including plaintiffs, the Commission rendered its said reports and orders setting forth its findings of fact, decision, conclusions and requirements in the premises.

VIII. Defendants allege that the findings and conclusions in the said reports were and are fully supported and justified by the evidence submitted before the Commission in said proceeding; and the order of May 15, 1945, as amended by the order of October 30, 1945, were not made or entered arbitrarily, unjustly or contrary to the relevant evidence, or without substantial evidence to support them; that in making said orders the Commission did not exceed the authority which had been duly conferred upon it, or commit any error of law, and defendants deny each and every allegation to the contrary contained in the petition.

Wherefore, these defendants pray that the relief sought by the complaint be denied and the complaint be dismissed.

State of Alabama, et al., Defendants. By J. Norman, Attorney.

I hereby certify that copy of the foregoing answer was this day mailed by me to each of the counsel appearing on list of counsel furnished by the Clerk of the Court. This 11th day of January, 1946.

J. V. Norman, Attorney for above-named intervening defendants, 1512 Kentucky Home Life Bldg., Louisville 2, Kentucky.

[fol. 914] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

PETITION IN INTERVENTION—Filed January 18, 1946

The sovereign State of Minnesota, in its own behalf as a shipper and receiver of freight, in behalf of many citizens thereof, each of whom is also a shipper and receiver of freight, and in behalf of all citizens thereof who, directly or indirectly, pay the rates established and now in effect, for the carriage of freight by the respective carriers, by railroad, now serving the State of Minnesota and the citizens thereof, herewith makes and files the following petition praying leave to intervene in said above entitled cause as a defendant, and in support of that certain order of the Interstate Commerce Commission in proceedings entitled Class Rate Investigation 1939 Docket Nos. 28300 and 28310, dated the 15th day of May, 1945, the effective date of which was extended to January 1, 1946.

That as a basis for intervention therein in relation to any action that has been or may hereafter be taken therein, by the above entitled court, or any other court having jurisdiction of the matters hereinafter set forth, the State of Minnesota alleges:

I

That the State of Minnesota is situate in what is known as Western Trunk Line Territory in the Western Classifica-
[fol. 915] tion Territory, and that said order of said Interstate Commerce Commission provides, inter alia, in substance, and so far as here material, that each and all freight classification rates in effect therein on the 15th day of May, 1945, for the transportation of freight by railroad carrier, therein, interstate commerce be reduced by ten percent. That by reason of the matters herein alleged, the State of Minnesota, and citizens thereof, have a substantial pecuniary interest in the rates above mentioned and so fixed by said Interstate Commerce Commission; and in the present going into effect and continued future maintenance thereof.

II

That the record before the Interstate Commerce Commission shows that for years there has been and there now is an

enormous freight movement in interstate commerce within Western Trunk Line Territory; that there has been and now is, a corresponding movement in Official Territory; and between Western Trunk Line Territory and Official Territory the aggregate annual amount of which is unknown to the representatives of the State of Minnesota.

III

That the present intraterritorial class rates in issue before the Interstate Commerce Commission, and mentioned in the order here under consideration, other than those excepted therein, applicable within Official and Western Trunk Line Territory are, and for the future will be, unjust and unreasonable in violation of Section 1 (4) and (5) (a) of the act of Congress to regulate interstate commerce.

IV

That the present interterritorial class rates in issue before the Interstate Commerce Commission and mentioned in the order here involved between Official and Western Trunk Line Territory are and for the future will be, unjust and unreasonable in violation of Section 1 (4) and (5) (a) of the act of Congress to regulate interstate commerce.

V

That the relation between the interterritorial class rates applicable from Western Trunk Line Territory to Official and Illinois Territories, on the one hand, and the intraterritorial class rates applicable within Official and Illinois [fol. 916] Territories, on the other hand, makes, gives, or causes, and for the future will make, give or cause, undue and unreasonable preference and advantage to Official and Illinois Territory as a whole and to the shippers and receivers of freight located therein, and subjects, and for the future will subject, Western Trunk Line Territory, as a whole, and the shippers and receivers of freight located therein, to undue and unreasonable prejudice and disadvantage, in violation of section 3 (1) of the act of Congress to regulate interstate commerce.

VI

The existing interstate class rates, applicable to freight traffic moving at the classification ratings within Western

Trunk Line Territory and interterritorially between such territory and Official Territory, are unjust and unreasonable and will continue so to be unless reduced ten percent, subject to specified distance rates as minima.

VII

That such classification freight rates, now in effect, governing the transportation of freight in interstate commerce to and from Western Trunk Line Territory into Official Territory are unfair, unjust and prejudicial to all persons shipping freight to and from Western Trunk Line Territory into Official Territory, including the State of Minnesota and the citizens thereof.

VIII

That the situation above outlined has continued for many years. That the order of the Interstate Commerce Commission, long under consideration by that body, marks merely the institution of an effort, which has as its purpose, the further equalization of classification rates for the shipment of freight by railroad carrier throughout the United States; and the termination of the unlawful situation now in effect, and which has resulted and now continues to result in the injury of all persons, directly in some instances and indirectly in others, resident in Western Trunk Line Territory, including the State of Minnesota and the citizens thereof.

Wherefore, the State of Minnesota, through the Attorney General thereof and Counsel, respectfully moves for leave to intervene in said above entitled cause as defendant, with [fol. 917] all the rights and privileges as such, including a copy of the complaint herein; and if intervention be granted, the right to exhibit and file an answer to such complaint, and be heard thereon as a party herein.

Dated January 15, 1946.

The State of Minnesota, J. A. A. Burnquist, Attorney General; Geo. B. Sjoselius, Deputy Attorney General; George T. Simpson, Special Counsel, 102 State Capitol, Saint Paul, Minnesota.

[fol. 918] *Duly sworn to by George T. Simpson. Jurat omitted in printing.*

[fol. 919] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

ANSWER OF THE UNITED STATES OF AMERICA—Filed January 30, 1946

Comes now the United States of America and answers as follows:

1. For its answer to paragraph I of the petition, this defendant admits that Exhibits 5, 6, 12 and 13 are true copies of the reports and orders of the Interstate Commerce Commission (hereafter called the Commission) which plaintiffs seek to have this Court set aside and enjoin, except for certain typographical errors described in paragraph I of the answer of the Commission, intervening defendant in this action.

2. For its answer to paragraphs II to VI, inclusive, of the petition, this defendant admits the allegations thereof, except that it denies that the plaintiffs have any standing to bring or maintain this action and that it denies that this Court, when specially convened to hear and determine suits to set aside orders of the Commission, has general equity jurisdiction; and this defendant respectfully states that the power of this Court, when so convened, is limited to enjoining, setting aside, annulling, or suspending in whole or in part orders of the Commission.

3. For its answer to paragraphs VII to IX, inclusive, this defendant admits the allegations thereof except that it denies the allegations in the second and the next-to-last sentences of paragraph VII.

[fol. 920] 4. For its answer to paragraph X of the petition, this defendant denies the allegations thereof except as follows: This defendant admits, in connection with the first sentence of paragraph X, that, so far as class rates are concerned, the railroads in the three classification territories have, to a considerable extent, followed different theories and practices in establishing and maintaining such rates; and admits the allegations in the second and third sentences of paragraph X.

5. This defendant denies the allegations of paragraph XI of the petition. For further answer to paragraph XI, this defendant alleges that certain class rates have been prescribed by the Commission within and between certain classification territories; that the findings and conclusions of the Commission as to the lawfulness of the class rates so prescribed did not preclude it from entering upon subsequent investigations, based on experience with those rates, or changes in transportation conditions which would affect the lawfulness of those rates, and from entering the reports and orders herein attacked; and respectfully states to the Court that it is the Commission's duty to be continuously responsive to changes in transportation conditions and problems.

6. For its answer to paragraph XII of the petition, this defendant admits that Exhibits 1, 2, 3 and 4 attached to plaintiffs' petition are true copies of orders issued by the Commission in the proceedings in which the reports and orders attacked in this case were issued; respectfully refers the Court to those orders for an accurate and complete statement in respect of the nature and scope of the Commission's investigations into class rates and freight classifications; and denies the allegations in paragraph XII in all other respects.

7. This defendant denies the allegations in paragraph XIII of the petition, if these allegations require any responsive pleading.

8. This defendant admits the allegations in paragraph XIV of the petition except that it denies the allegations made in the last sentence of paragraph XIV.

[fol. 921] 9. This defendant denies the allegations in paragraph XV except the allegations made in the first sentence of paragraph XV.

10. This defendant denies the allegations in paragraphs XVI to XXI, inclusive, of the petition, for the reason that those allegations merely purport to summarize or quote parts of the reports, orders, or record herein assailed, or the pleaders' conclusions thereon, and that these reports and orders, exhibits herein, speak for themselves.

11. For its answer to paragraph XXII of the petition, this defendant admits that Exhibits 7, 8 and 9 attached to

plaintiffs' petition are true copies of certain of the petitions for reconsideration of the Commission's report and order of May 15, 1945, filed with the Commission. For further answer to paragraph XXII, this defendant alleges that all petitions for reconsideration of the report and order of May 15, 1945, were carefully considered by the Commission, and in support of this allegation, respectfully refers the Court to Exhibits 12 and 13 attached to plaintiffs' petition, which are true copies of the report and order on reconsideration, issued by the Commission on October 30, 1945, in response to petitions for reconsideration of the report and order of May 15, 1945.

12. This defendant admits the allegations in paragraphs XXIII and XXIV of the petition.

13. For its answer to paragraphs XXV to XXXV, inclusive, of the petition, this defendant denies the allegations thereof and denies that the Commission erred in the respects assigned in those paragraphs or in any other respect.

14. For further answer to the petition, this defendant alleges that the Commission's reports and orders attacked in this action were made within its statutory authority upon substantial evidence after full and fair hearings, and that the reports and orders are rational, lawful, and valid, in all respects.

15. For further answer to the petition, this defendant denies that the plaintiffs, or any of them, or any shipper or [fol. 922] receiver of freight, will sustain any damage or loss at law whatever as a result of the Commission's reports and orders attacked in this case.

Wherefore, this defendant prays that the relief prayed for by the plaintiffs be denied; that the interlocutory injunction heretofore issued be dissolved; and that the action be dismissed at plaintiffs' costs.

Edward H. Miller, David O. Mathews, Special Assistants to the Attorney General, Attorneys for the United States.

Wendell Berge, Assistant Attorney General; Irving J. Higbee, United States Attorney.

[fol. 923] I hereby certify that I have mailed this day a copy of the foregoing answer to all counsel of record in the above captioned case.

This 28th day of January, 1946.

Edward H. Miller, Special Assistant to the Attorney General.

[fol. 924] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

ANSWER OF THE STATES OF ARKANSAS, KANSAS, NEBRASKA, NORTH DAKOTA, OKLAHOMA, SOUTH DAKOTA AND TEXAS; AND THE ARKANSAS PUBLIC SERVICE COMMISSION (SUCCESSOR TO ARKANSAS CORPORATION COMMISSION), THE STATE CORPORATION COMMISSION OF KANSAS, THE KANSAS INDUSTRIAL DEVELOPMENT COMMISSION, THE NEBRASKA STATE RAILWAY COMMISSION, THE PUBLIC SERVICE COMMISSION OF THE STATE OF NORTH DAKOTA, THE CORPORATION COMMISSION OF THE STATE OF OKLAHOMA, THE PUBLIC UTILITIES COMMISSION OF THE STATE OF SOUTH DAKOTA, AND THE RAILROAD COMMISSION OF THE STATE OF TEXAS—Filed February 9, 1946

Come now the above-named defendants, heretofore by leave of Court permitted to intervene herein, and answer as follows:

1. For their answer to paragraphs I to IX inclusive, these defendants admit the allegations thereof, except they deny that plaintiffs have standing to maintain this action, and deny that the Court has any general equity jurisdiction in this action.

2. For their answer to paragraphs X and XI, these defendants deny the allegations thereof, except they admit the railroads in the several territories have followed different practices in establishing and maintaining their various rates.

3. For their answer to paragraph XII these defendants admit that Exhibits 1, 2, 3 and 4 are true copies of the

Orders of the Commission, and refer the Court to said orders for a full and correct statement of the scope of the investigations of the Commission into the Classifications and the Class Rates.

[fol. 925] 4. These defendants deny the allegations in paragraph XIII, and aver that same are irrelevant.

5. These defendants admit all of paragraph XIV except the last sentence thereof, which is denied.

6. These defendants deny all of paragraph XV except the first sentence thereof.

7. These defendants deny all of paragraphs XVI to XXI, inclusive, to the extent that same are material, and refer the Court to the reports, orders, and record of the proceeding before the Commission to determine the contents thereof.

8. These defendants admit that Exhibits 7, 8 and 9, attached to the petition are copies of petitions for reconsideration filed with the Commission, and aver that the denial of same was a proper exercise of the discretionary powers of the Commission.

9. These defendants admit the allegations in paragraphs XXIII and XXIV.

10. These defendants deny the allegations in paragraphs XXV to XXXV inclusive.

Wherefore, having fully answered, these defendants pray that the interlocutory injunction heretofore issued herein be dissolved, and that the action be dismissed at plaintiffs' costs.

The State of Arkansas, Ben Laney, Governor. Arkansas Public Service Commission (Successor to Arkansas Corporation Commission). J. C. Murray, Special Attorney. The State of Kansas, The State Corporation Commission of Kansas, The Kansas Industrial Development Commission, Byron M. Gray, Special Attorney. The State of [fol. 926] Nebraska, The Nebraska State Railway Commission, Walter R. Johnson, Attorney General; H. Emerson Kokjer, Deputy Attorney General. The State of North Dakota Nels G. Johnson,

Attorney General; Neal E. Williams, Special Assistant Attorney General. Public Service Commission of the State of North Dakota, C. F. Kelsch, Attorney. State of Oklahoma, Robert S. Kerr, Governor. Corporation Commission of the State of Oklahoma, C. B. Bee, Special Counsel. The State of South Dakota, Public Utilities Commission of the State of South Dakota, William Williamson, Attorney. The State of Texas, Railroad Commission of the State of Texas, Grover Sellers, Attorney General; James Noel, Assistant Attorney General.

[fol. 927] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

ANSWER OF THE STATE OF MINNESOTA TO THE PETITION OF THE PLAINTIFFS—Filed February 13, 1946

The State of Minnesota, Intervenor herein, answering the petition of the plaintiffs in the above entitled matter:

I

Admits that the above entitled suit is one brought by plaintiffs to enjoin and set aside the reports and orders of the Interstate Commerce Commission, hereinafter called the Commission, to which reference is made therein.

II

Admits the allegations of Paragraphs II to VI, inclusive, of such petition; except that this Intervenor joins with the Commission and denies that plaintiffs have standing to bring and maintain the above entitled suit.

Denies that the above entitled Court, in a suit to set aside orders of the Commission, has jurisdiction so to do under its general equity powers; and alleges that such Court is a Court created in accordance with the provisions of the act of Congress of October 22, 1913, Chapter 32, 38 Statutes 220 (Section 47 Chapter 2 Title 28 U. S. C. A.), and not otherwise.

III

Admits the allegations of Paragraph VII of the petition of the plaintiffs to the effect that the United States has come [fol. 928] to be divided into three major classification territories known as Official Territory, Southern Territory and Western Territory.

IV

Admits each allegation contained in Paragraphs VIII and IX of the petition herein.

V

Alleges that, in accordance with the authority stated in Rule 10 (c) of the Rules of Civil Procedure for the District Courts of the United States, this Intervenor adopts by reference the allegations and admissions contained in Paragraph V of the answer of the Commission herein to Paragraph X of the petition of the plaintiffs to the same effect as if such Paragraph V were incorporated here in its entirety.

VI

Denies each allegation of Paragraph XI of the petition of the plaintiffs.

VII

Denies each allegation of Paragraph XIII of the petition of the plaintiffs.

VIII

Alleges that in accordance with the authority stated in Rule 10 (c) of the Rules of Civil Procedure for the District Courts of the United States, this Intervenor adopts by reference the allegations, admissions and denials contained in Paragraph VIII of the answer of the Commission herein to Paragraph XII and to Paragraphs XIV to XXXV, inclusive, of the petition of the plaintiffs to the same effect as if such Paragraph VIII were incorporated herein in its entirety.

IX

Denies that to require the railroads in Official Territory to increase their class rates 10% would result in taking from shippers and receivers in Official Territory their property without just compensation and without due process of

law in violation of the 5th Amendment to the Constitution of the United States, alleged in Paragraph XXXIII of the petition.

[fol. 929] Denies that plaintiffs and the citizens and committees plaintiffs represent will suffer irreparable injury by reason of the orders of the Commission alleged in Paragraph XXXIV of the petition.

X

Alleges that the State of Minnesota is situate in what is known as Western Trunk Line Territory of Western Classification Territory, and that said order of said Commission provides, inter alia, in substance, and so far as here material, that each and all freight classification rates in effect on the 15th day of May, 1945, for the transportation of freight by railroad carrier, therein, in interstate commerce be reduced by ten percent. That by reason thereof, the State of Minnesota, and citizens thereof, have a substantial pecuniary interest in the rates above mentioned, so fixed by said Commission; and in the present going into effect and continued future maintenance thereof therein.

Except as hereinbefore expressly admitted, this Intervenor denies each and every allegation contained in the petition of the plaintiffs insofar as conflicts with the allegations herein contained; or with the statements or conclusions of fact included in such reports and orders of May 15, 1945 and October 30, 1945.

Wherefore, this Intervenor prays the Court for an order dismissing said above entitled petition.

Dated at Saint Paul, Minnesota, this 8th day of February, 1946.

The State of Minnesota, by J. A. A. Burnquist, Attorney General, and Geo. B. Sjoselius, Deputy Attorney General, and George T. Simpson, Special Counsel, 102 State Capitol, Saint Paul, Minnesota.

[fol. 930] In the District Court of the United States

Civil No. 2311

[Title omitted]

Petition for Leave to Intervene—Filed February 18, 1946

Comes now, the Southeastern Association of Railroad and Utilities Commissioners, composed of the Public

Service Commission, of The State of Alabama, the Railroad Commission of the State of Florida, The Public Service Commission of the State of Georgia, The Public Service Commissior of the State of Mississippi, The Utilities Commission of the State of North Carolina, The Public Service Commission of the State of South Carolina, and the Railroad and Utilities Commission of the State of Tennessee, and the Public Service Commission of the State of Louisiana, and respectfully petition the Court for permission to intervene herein and have the right to appear and be made parties to this case and to be represented before the Court by counsel and as grounds therefore respectfully state:

(1) That these petitioners are duly constituted statutory bodies of the sovereign states which they represent, and were parties in interest to the proceeding before the Interstate Commerce Commission wherein the orders complained of in the petition herein were entered and are [fol. 931] among the parties in whose favor the said orders were entered by the Interstate Commerce Commission, and represent shippers and receivers of freight in their respective states transported by railroad upon which rates affected by the orders sought to be enjoined are charged.

(2) That irreparable injury will result to these parties and to the citizens and shippers in their respective states if the orders of the Interstate Commerce Commission herein sought to be enjoined and set aside are so enjoined and so set aside.

(3) That by the decision of the Interstate Commerce Commission in the proceeding wherein said orders were entered the said Interstate Commerce Commission found that the class rates and charges being assessed and collected from the shippers within the herein enumerated states, are unreasonable and unjustly discriminatory in violation of the Interstate Commerce Act and the orders issued by said Interstate Commerce Commission were issued for the purpose of relieving the said shippers within said various states of the burden of paying unreasonable and unjustly discriminatory class rates.

(4) That by reason of the foregoing facts these petitioners are proper parties to be permitted to intervene as

defendants herein and are parties in interest in this proceeding.

Wherefore, before named petitioners respectfully pray the Court for an order permitting them to intervene as defendants herein in support of the orders of the Interstate [fol. 932] Commerce Commission and in support of the defendant herein and to be treated as parties hereto.

Respectfully prayed,
Southeastern Association of Railroad and Utilities Commissioners, By (Signed) Walter R. McDonald, President; By Robert F. Park, by Counsel; By Louis W. Pitteway, by Counsel.

[fol. 933] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

ANSWER OF SOUTHEASTERN ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS—Filed February 18, 1946

Come now the above named defendants, heretofore by leave of Court permitted to intervene herein, and answer as follows:

(1) These defendants adopt as their Answer herein the Answers heretofore filed herein by the Western States and the Southern States.

Wherefore, having fully answered, these defendants pray that the interlocutory injunction heretofore issued herein be dissolved, and that the action be dismissed at plaintiffs' costs.

Southeastern Association of Railroad and Utilities Commissioners, By (Signed) Walter R. McDonald, President; Robert F. Park, of Counsel; Louis W. Pitteway, of Counsel.

[fol. 934] [File endorsement omitted]

[fol. 935] IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF NEW YORK

Civil No. 2337

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY; Beaver, Meade and Englewood Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railway Company; Chicago, Milwaukee, St. Paul and Pacific Railroad Company; Chicago and North Western Railway Company; The Chicago, Rock Island and Pacific Railway Company, and Joseph B. Fleming and Aaron Colnon, Trustees of The Chicago, Rock Island and Pacific Railway Company, Combined; Chicago, Saint Paul, Minneapolis and Omaha Railway Company; The Colorado and Southern Railway Company; The Denver and Rio Grande Western Railroad Company; The Duluth, South Shore and Atlantic Railway Company; Elgin, Joliet & Eastern Railway Company; Fort Dodge, Des Moines & Southern Railway Company; Fort Worth and Denver City Railway Company; Great Northern Railway Company; Green Bay and Western Railroad Company; Gulf, Colorado and Santa Fe Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company; Missouri and Arkansas Railway Company; Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Guy A. Thompson, Trustee, Missouri Pacific Railroad Company, Debtor; Northern Pacific Railway Company; Panhandle and Santa Fe Railway Company; St. Louis Southwestern Railway Company; Southern Pacific Company; Texas and New Orleans Railroad Company; The Texas and Pacific Railway Company; Union Pacific Railroad Company; The Wichita Valley Railway Company, Plaintiffs,

vs.

THE UNITED STATES OF AMERICA, Defendant

PETITION—Filed February 1, 1946

To the Honorable the Judges of the District Court of the United States for the Northern District of New York:

Plaintiffs present this their petition against the United States of America to enjoin, set aside, suspend and annul

certain orders, hereinafter set forth, of the Interstate Commerce Commission, hereinafter called the "Commission", which is a Commission existing under and by virtue of [fol. 936] the Interstate Commerce Act, and for their cause of action plaintiffs respectfully show:

I. Plaintiff, The Atchison, Topeka and Santa Fe Railway Company is a railroad corporation organized and existing under the laws of the State of Kansas; Beaver, Meade and Englewood Railroad Company is a railroad corporation organized and existing under the laws of the State of Oklahoma; Chicago, Burlington and Quincy Railroad Company is a railroad corporation organized and existing under the laws of the State of Illinois; Chicago Great Western Railway Company is a railroad corporation organized and existing under the laws of the State of Illinois; Chicago, Milwaukee, St. Paul and Pacific Railroad Company is a railroad corporation organized and existing under the laws of the State of Wisconsin; Chicago and Northwestern Railway Company is a railroad corporation organized and existing under the laws of the State of Wisconsin; The Chicago, Rock Island and Pacific Railway Company, Joseph B. Fleming and Aaron Colnon, Trustees, is a railroad corporation organized and existing under the laws of the States of Illinois and Iowa; Chicago, Saint Paul, Minneapolis and Omaha Railway Company is a railroad corporation organized and existing under the laws of the State of Wisconsin; The Colorado and Southern Railway Company is a railroad corporation organized and existing under the laws of the State of Colorado; The Denver and Rio Grande Western Railroad Company is a railroad corporation organized and existing under the laws of the State of Delaware; The Duluth, South Shore and Atlantic Railway Company is a railroad corporation organized and existing under the laws of the States of Michigan and Wisconsin; Elgin, Joliet & Eastern Railway Company is a railroad corporation organized and existing under the laws of the [fol. 937] States of Illinois and Indiana; Fort Dodge, Des Moines & Southern Railway Company is a railroad corporation organized and existing under the laws of the State of Iowa; Fort Worth and Denver City Railway Company is a railroad corporation organized and existing under the laws of the State of Texas; Great Northern Railway Com-

pany is a railroad corporation organized and existing under the laws of the State of Minnesota; Green Bay and Western Railroad Company is a railroad corporation organized and existing under the laws of the State of Wisconsin; Gulf, Colorado and Santa Fe Railway Company is a railroad corporation organized and existing under the laws of the State of Texas; The Kansas City Southern Railway Company is a railroad corporation organized and existing under the laws of the State of Missouri; Midland Valley Railroad Company is a railroad corporation organized and existing under the laws of the State of Arkansas; The Minneapolis & St. Louis Railway Company is a railroad corporation organized and existing under the laws of the State of Minnesota; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company is a railroad corporation organized and existing under the laws of the State of Minnesota; Missouri and Arkansas Railway Company is a railroad corporation organized and existing under the laws of the State of Arkansas; Missouri-Kansas-Texas Railroad Company is a railroad corporation organized and existing under the laws of the State of Missouri; Missouri-Kansas-Texas Railroad Company of Texas is a railroad corporation organized and existing under the laws of the State of Tex[illegible] Missouri Pacific Railroad Company, Debtor, Guy A. Thompson, Trustee, is a railroad corporation organized and existing under the laws of the State of Missouri; Northern Pacific Railway Company is a railroad corporation organized and existing under the laws of the State of Wisconsin; Panhandle and Santa Fe Railway Company [fol. 938] is a railroad corporation organized and existing under the laws of the State of Texas; St. Louis Southwestern Railway Company is a railroad corporation organized and existing under the laws of the State of Missouri; Southern Pacific Company is a railroad corporation organized and existing under the laws of the State of Kentucky; Texas and New Orleans Railroad Company is a railroad corporation organized and existing under the laws of the State of Texas; The Texas and Pacific Railway Company is an organization existing by special act of the Federal Congress; Union Pacific Railroad Company is a railroad corporation organized and existing under the laws of the State of Utah; The Wichita Valley Railway Company is a railroad corporation organized and existing under the laws of the State of Texas.

II. Plaintiffs seek an order of this Court setting aside and forever annulling a certain report and order of the Commission dated May 15, 1945, as amended, and a supplemental report and order dated October 30, 1945, in a proceeding instituted by the Commission entitled *Class Rate Investigation, 1939*, Docket No. 28300 on the Commission's docket. Copies of the report and order of May 15, 1945 are annexed hereto and made parts of this petition as Exhibits 3 and 4. A copy of the supplemental report and order of October 30, 1945 is annexed hereto and made a part of this petition as Exhibit 5.

III. Plaintiffs own and operate railroads in the eastern portion of the so-called "Western Classification Territory", such eastern portion being that territory generally on the west of the west bank of Lake Michigan to the Illinois-Indiana State Line, thence south to the Wabash River, thence south to the Ohio River, thence southwest to the confluence of the Ohio and Mississippi Rivers at Cairo, Illinois, thence the Mississippi River south to the [fol. 939] Gulf of Mexico, and on and east of a line of the western boundary of the States of North Dakota, South Dakota and Nebraska, south to the main line of the Union Pacific Railroad Company; thence along that railway west to Cheyenne, Wyoming, thence south to the line of The Colorado and Southern Railway Company and paralleling railroads passing through Denver, Pueblo and Trinidad, Colorado, south to the State of New Mexico, thence successively east, south and west along the latter border to the Rio Grande (excluding any point in New Mexico), thence along the Rio Grande to the Gulf of Mexico. Such eastern portion of Western Classification Territory contains within it Western Trunk-Line Territory and Southwestern Territory and is hereinafter referred to as "Western Territory." Plaintiffs are common carriers by railroad of passenger and property for hire and are subject to regulation under the Interstate Commerce Act, as amended.

IV. The defendant is the United States of America.

V. This action is brought under, and the jurisdiction of this Court rests upon the provisions of Acts of Congress approved June 18, 1910 (36 Stat. 539), March 3, 1911 (36 Stat. 1148) and October 22, 1913 (38 Stat. 219) Title 28

U. S. Code, Sections 41 and 43 to 48, inclusive, and also the general equity jurisdiction of this Court. The amount in controversy exceeds the sum of Three Thousand Dollars, exclusive of interest and costs.

VI. The venue is in this Court pursuant to stipulation whereby the United States of America has consented to the venue of this Court in this action.

VII. In the course of the development of railroad systems and railroad transportation, the country, for the purposes of railroad freight rates and certain other matters, has come to be divided into sections or so-called rate [fol. 940] or classification "territories." Official or Official Classification Territory, so-called, is roughly that portion of the United States north of the Ohio and Potomac Rivers and east of the western shore of Lake Michigan and extending diagonally to the western bank of the Mississippi River opposite Illinois (including Illinois Territory); Southern or Southern Classification Territory is that section of the country roughly south of the Ohio and Potomac Rivers and east of the Mississippi; and Western Classification Territory includes the part of the country west of the Mississippi River and also part of Wisconsin. Each such territory is subdivided into zones or sections for rate-making purposes.

VIII. Corresponding with the foregoing divisions of the country, the railroads of the country publish and maintain in tariff schedules filed with the Commission three major freight classifications, known respectively as the Official, Southern and Western Classifications. In these classifications many thousands of articles of freight are listed and are assigned to classes—for example, first class, second class, etc.—for the purpose of determining the freight rates to be charged for transportation by railroad. By other tariff schedules filed with the Commission the several railroads publish and maintain freight rates to be charged for the transportation of freight of each of the several classes between various points. These rates are known as the class rates. The Official Classification and the Official Territory class rates are published and maintained by and determine the charges of the railroads for the transportation of classified or class rate freight within Official Territory, as above described. The Southern and Western Classifications and class rates, as their

names indicate, determine charges for the transportation of class rate freight within Southern and Western Classi- [fol. 941] fication Territories, respectively. For purposes of publication, all three classifications are combined in one volume, called the Consolidated Freight Classification, with uniform rules, regulations and definitions of the various articles listed. However, the classifications to which many of the articles are assigned are not uniform in the several classifications. The class rates vary from zone to zone within each of the classification territories. The Commission has prescribed the rates for by far the largest proportion of the freight traffic in Western Territory, and the average level of rates in that territory is very substantially higher than in Official Territory. The Commission stated in its report, Exhibit 3, page 516, that:

> "Present class rates within and between the rate territories embraced in this proceeding are founded upon distance scales of rates, or key rates in specific amounts between named points in the determination of which the scales were used as a guide, applicable to both single and joint-line movements, prescribed by us in several extensive investigations, and subjected to the general increase of 1938."

These class rates were prescribed by the Commission in a series of comprehensive investigations culminating in the Western-Southern revision in 1938, the year before the initiation of *Class Rate Investigation, 1939*, Docket 28300. Neither the conditions governing the lawfulness of rates, nor the standards of rate-making established by the Interstate Commerce Act and recognized and uniformly applied by the Commission for more than fifty years, have changed since the Commission did so prescribe these class rates.

IX. The proceeding in which the Commission made the reports and orders sought to be enjoined was instituted by it by order of investigation, dated July 29, 1939, copy of which is attached hereto as Exhibit 1, which was there- [fol. 942] after amended by order dated August 1, 1940, copy of which is attached hereto as Exhibit 2, both of which exhibits are made parts of this petition. The purpose of the investigation was to inquire into the lawfulness of the present interstate class rates for transportation between

all points within that portion of the United States east of the Rocky Mountains. All of the plaintiffs and substantially all of the railroads of the country were made respondents in said investigation. Following the entry of the said orders, a pre-trial conference was held at Chicago, and thereafter public hearings were held by the Commission at St. Louis, Mo., Indianapolis, Ind., Columbus, O., and Washington, D. C., for the purpose of taking the testimony of interested parties. At these hearings the Commission was represented by counsel and statistical evidence of members of the Commission's staff was presented. The railroad respondents were represented and offered evidence. Certain states, public bodies, Chambers of commerce and industries became parties to the investigation, as provided by the Commission's Rules of Procedure and the Interstate Commerce Act, appeared by their respective attorneys-general, counsel or other representatives, and offered evidence. In all, some 5490 pages of testimony were taken and 233 statistical exhibits were offered and received in evidence.

X. After the conclusion of the hearings, briefs were filed by the parties and oral argument was had before the Commission. Contrary to its usual procedure in investigations of the magnitude and importance of this, the Commission did not cause its examiners to prepare and submit a proposed report and recommended findings and conclusions with regard to the lawfulness of the existing rate levels, to which findings and conclusions the parties might file exceptions, but, instead, after hearing oral argu- [fol. 943] ment the Commission took the proceeding under advisement forthwith. Thereafter, on or about May 15, 1944, the Commission issued its report and order (Exhibits 3 and 4), with Commissioners Mahaffie and Patterson concurring only in part, and Commissioners Porter and Barnard filing dissenting opinions.

XI. During the course of the hearings there were received in evidence testimony of and exhibits prepared and identified by witnesses for the Commission, with regard to costs of transportation. There was no evidence as to the cost of transporting carload class rate freight in any territory or between any territories. All of such testimony and exhibits concerning carload traffic related to attempted computations of average costs of trans-

porting all freight, and did not indicate the costs of transporting any particular commodity or class of freight.

The uncontradicted evidence proved that there is a wide variation in the kinds of freight transported in the several territories and there are great differences in the rate structures and so-called distribution of the traffic burden in the several territories. All of the cost computations in evidence, although differing in theory and in the final figures produced thereby, were in agreement on one point: that the average costs of transportation over the railroads of Western Territory are higher per unit of freight and distance than the average costs of transportation in Official Territory or in Southern Territory. In its report, Exhibit 3 herein, the Commission found, in part, as follows (p. 591):

> "Comparisons based on the year 1939 and the period 1930-39 show the over-all cost of rendering transportation service in the western territory to be between 5 and 10 percent higher than in the East, excluding the Pocahontas territory. If the year 1941 were used, this difference would be reduced to 5 per cent or less. A [fol. 944] comparison based on the inclusion of the Pocahontas territory with the eastern roads for the period 1930-39 shows a difference of 18 percent. Based on the year 1939 the difference shrinks to approximately 15 *per* percent. Based on the year 1941 it would be reduced to something in the neighborhood of 10 percent.
>
> "The relative territorial costs of less-than-carload traffic, for a haul of 500 miles, based on actual average loads are 5 to 8 percent higher in the East, including New England but excluding Pocahontas, than in the South. Costs in the West are 27 percent higher than in the East, including New England but excluding Pocahontas. Less-than-carload traffic as a whole, is carried at a deficit in all territories, except possibly in the South."

The so-called Pocahontas Territory is in Official Territory and the Commission's orders herein would apply to the class rates to be charged therein, to the same degree as to the other parts of Official Territory.

XII. By its report in a comparison proceeding, entitled *Consolidated Freight Classification*, Docket No. 28310, Ex-

hibit 3, the Commission concluded that there should be a uniform classification based upon the Official classification, for application and use by all railroads in the country and it directed the respondents to advise the Commission within 90 days whether they would undertake to make and tender such a classification based upon the Commission's findings. All respondents agreed to undertake the preparation of such a classification pursuant to the Commission's direction. With respect to the class rates, despite the foregoing findings that the costs in the West are higher than in the East and notwithstanding the complete absence of evidence of any injury caused to the West or to shippers or communities therein by the differences in levels of the class rates, or any evidence of the unlawfulness of the existing class rates, and notwithstanding overwhelming [fol. 945] proof that the nature and volumes of the traffic handled in the several territories and interterritorially differ greatly and that the class rates are the result of the different causes and conditions affecting the transportation in the several territories, and notwithstanding the absence of any requirement in the Interstate Commerce Act that class rates shall be uniform in the several territories, nevertheless the Commission found, in effect, that the class rates in all territories were unlawful because not upon the same level mile for mile. It determined that because of this lack of uniformity and despite the fact that the several class rate scales had been prescribed by the Commission itself, the railroads were violating Sections 1(4) and (5) (a) of the Interstate Commerce Act in charging the existing class rates. It further determined that the differences between the intraterritorial class rates in Official Territory and the interterritorial class rates for transportation from the Southern and Western Territories to Official Territory unduly preferred Official Territory and shippers therein and subjected and would subject the Southern and Western Territories as a whole and shippers therein to unreasonable prejudice and disadvantage in violation of Section 3 (1) of said Act. It prescribed a scale of class rates in accordance with which the railroads in the several territories were directed to establish uniform class rates to become effective when the uniform classification directed by the Commission should become effective, which scale of class rates would bring about a drastic decrease in the class rates between points within Western Territory and be-

tween points in Western Territory on the one hand and Official Territory and Southern Territory on the other and would bring about an increase of approximately fifteen per cent in the class rates between points within Official Territory.

[fol. 946] XIII. By its order of May 15, 1945, Exhibit 4, the Commission ordered an *ad interim* adjustment as the first step in its purpose to establish uniformity of rates in the three territories. It ordered that the railroads publish and file tariff schedules to become effective not later than August 30, 1945, reducing by ten per cent the intraterritorial class rates for transportation within Western Trunk-Line, Southwestern and Southern Territories and reducing by ten per cent the interterritorial class rates for transportation between Western Trunk-Line, Southwestern, Southern and Official Territories (subject to a prescribed minimum scale of rates in instances where the ten per cent reduction would be below the prescribed uniform scale) and increasing by ten per cent the class rates for intraterritorial transportation within Official Territory.

The immediate effect of the adjustment in rates prescribed by the orders would be to impose irreparable damage upon plaintiffs by reducing their revenues from $5,000,000 to $10,000,000 per year. The general application of the new and unprecedented policy and standards of rate-making on which said orders are based would further reduce plaintiffs' revenues by many millions of dollars.

XIV. Thereafter in July, 1945, and within the period allowed therefor by the Commission's Rules of Procedure, petitions for reopening and reconsideration were filed with the Commission on behalf of plaintiffs, of various states in Official Territory, and of other parties. By order dated July 25, 1945, a copy of which is attached hereto as Exhibit 6 and made a part hereof, the Commission modified its order of May 15, 1945 in certain respects and required that the respondent railroads should establish and make effective the changed rates prescribed thereby on November 30, 1945 upon not less than thirty days' notice, instead of upon August 30, 1945. Thereafter, [fol. 947] by further order, dated October 26, 1945, copy of which is attached hereto as Exhibit 7 and made a part hereof, the Commission further amended its order of May

15, 1945 to require that the changed rates prescribed therein be made effective on January 1, 1946 upon not less than thirty days' notice.

XV. On or about November 1, 1945 the Commission issued its supplemental report dated October 30, 1945, and its order pursuant thereto of the same date, a copy of which, marked Exhibit 5, is attached hereto and made a part hereof. The Commission in this supplemental report found that certain changes should be made in its original report and order but it denied the petitions for reopening and reconsideration filed on behalf of plaintiffs and others. Except for certain adjustments with respect to particular rates the Commission affirmed its previous decision and order.

XVI. By its interlocutory injunction dated December 20, 1945, this Court in a proceeding entitled *The States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin and The Commonwealth of Pennsylvania* v. *The United States of America*, Civil No. 2311, enjoined and suspended until further order of this Court the order of the Commission dated May 15, 1945, as amended and its order dated October 30, 1945 in the Commission's Docket Nos. 28300 and 28310, and enjoined the United States of America and the Commission and their several officials, agents, servants and attorneys from prosecuting any alleged violations thereof pending further order of this Court. By its order No. 27460, dated December 27, 1945, a copy of which is attached hereto as Exhibit 8, and made a part hereof, the Commission authorized the carriers and their tariff-publishing agents who had filed with the Commission schedules of rates and provisions in pur- [fol. 948] ported compliance with the Commission's orders in Docket No. 28300 to provide for the postponement or suspension of such rates and provisions. The said order No. 27460, however, further states that except as otherwise provided, the order does not modify any outstanding formal orders of the Commission.

XVII. The Commission's reports and orders, Exhibits 3, 4 and 5, are unlawful, are beyond the statutory power of the Commission, and beyond the power which it could exercise in accordance with the Constitution of the United

States, are based upon erroneous conclusions of law, are without support in necessary findings of fact, are contrary to and without support in the evidence and are arbitrary and capricious.

XVIII. It appears upon the face of the original report and the supplemental report that the Commission has misconstrued the Interstate Commerce Act as amended by the Transportation Act of 1940, and misconstrued Section 5(b) of the said Transportation Act of 1940, commonly known and herein referred to as the Ramspeck Resolution, and the Commission's orders rest upon and are vitiated by its misconstruction of the law.

The Transportation Act of 1940 amended the Interstate Commerce Act by adding an introductory provision entitled "National Transportation Policy," part of which stated that one of the purposes of the Interstate Commerce Act is "to encourage the establishment and maintenance of reasonable charges for transportation services without unjust discriminations, undue preferences or advantages, or unfair or destructive competitive practices." 49 U. S. C. A. Supp. 1945 page 4.)

The Transportation Act of 1940 also amended Section [fol. 949] 3(1) of the Interstate Commerce Act by adding the words "region, district, territory" to read as follows:

> "Sec. 3. (1) It shall be unlawful for any common carrier subject to the provisions of this part to make, give, or cause any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, association, locality, port, port district, gateway, transit point, region, district, territory, or any particular description of traffic, in any respect whatsoever; or to subject any particular person, company, firm, corporation, association, locality, port, port district, gateway, transit point, region, district, territory, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever: *Provided, however,* That this paragraph shall not be construed to apply to discrimination, prejudice, or disadvantage to the traffic of any other carrier of whatever description." (49 U. S. C. A. Supp. Sec. 3.)

The Ramspeck Resolution reads as follows:

"(b) The Interstate Commerce Commission is authorized and directed to institute an investigation into the rates on manufactured products, agricultural commodities, and raw materials, between points in one classification territory and points in another such territory, and into like rates within any of such territories, maintained by common carriers by rail or water subject to Part I of the Interstate Commerce Act, as amended, for the purpose of determining whether said rates are unjust and unreasonable or unlawful in any other respect in and of themselves or in their relation to each other, and to enter such orders as may be appropriate for the removal of any unlawfulness which may be found to exist: *Provided*, That the Commission in its discretion may define its investigation to such manufactured products, agricultural commodities, and raw materials, and the rates thereon as shippers thereof may specifically request be included in such investigation." (Reported in [fol. 950] footnote to 49 U. S. C. A. Supp. Sec. 3.)

The Commission determined in this proceeding that the foregoing provisions had added "new inhibitions against discrimination" and had "enlarged the power of the Commission over this subject." (Exhibit 3, pages 688 to 692.) It was pursuant to this determination that the Commission then found that all the interstate class rates east of the Rocky Mountains which the Commission itself had prescribed as being lawful, just and reasonable had now become unlawful, unjust, unreasonable, prejudicial and unduly discriminatory. It construed the foregoing provisions as constituting a Congressional mandate to the Commission "to bring about a greater degree of equalization, harmony and uniformity in the different regional or territorial rate structures of the country" (Exhibit 3, page 692), to consider the recognized elements of rate-making only as "applied in the light of the amended law" (Exhibit 3, page 692) and to replace rates previously prescribed pursuant to the recognized elements of rate-making with rates on a parity, mile for mile, in the various rate-making territories. The Commission further found that it had the power to make the order which it made in this proceeding because

its power to issue orders regarding the removal of unlawfulness in rates had been "supplemented and reinforced" by the Ramspeck Resolution. (Exhibit 5, sheet 20.)

The provisions of the Transportation Act of 1940 upon which the Commission relied are contrary to the construction placed upon them by the Commission. The statement of transportation policy and the amendment to Section 3 worked no change in the long recognized elements of rate making, or in the standards governing the lawfulness of rates. The Ramspeck Resolution is directly patterned after the so-called Hoch-Smith Resolution (43 Stat. L. 80) [fol. 951] and, like that resolution, did not change the substantive provisions relating to transportation rates nor did it make unlawful those rates which were formerly lawful.

The Commission predicated its decision upon a fundamental misconstruction of the Interstate Commerce Act, as amended, and the Transportation Act of 1940, and, by reason thereof, the orders of the Commission are beyond its authority, contrary to law, and void.

XIX. The cost studies offered in evidence by the Commission and upon which the Commission relied in ordering a reduction of plaintiffs' rates show that the *ad interim* class rates prescribed by the Commission for Western Territory are so low that they will fail to compensate plaintiffs for transporting traffic moving on such class rates.

The Commission found, on page 585 of its report, Exhibit 3, that the carriers in Western Territory incurred a deficit of $34,348,277 in handling less-than-carload traffic in 1939. On page 697 of its report the Commission made the following finding:

> "* * * Such an analysis unmistakably reveals the fact that less-than-carload traffic generally in all the territories is not bearing its proper share of the costs of transportation—in fact, excluding war-time loading, it is not yielding, on the average, its out-of-pocket costs plus constant expenses solely related to this traffic, plus the cost of collection and delivery, in any territory except possibly in the southern where the margin of difference between revenues and these expenses is slight."

Pursuant to such findings the Commission ordered a ten per cent increase in the class rates on such traffic in Official Territory, but notwithstanding such findings and such corrective order with respect to the rates in Official Territory, the Commission ordered a ten per cent reduction in the [fol. 952] class rates applicable to less-than-carload traffic in Western Territory.

It is thus established on the face of the reports and orders that enforcement of the Commission's orders requiring reduction of the intraterritorial class rates in Western Trunk-Line Territory and Southwestern Territory and interterritorial class rates between points within these territories and between points in these territories and points in Official Territory and Southern Territory to the *ad interim* basis prescribed by the Commission would result in taking from your petitioners their property without just compensation and without due process of law in violation of the Fifth Amendment to the Constitution of the United States.

XX. The Commission erred, misconstrued the law, acted arbitrarily, capriciously, unlawfully and contrary to and without support in the evidence and without support in necessary preliminary findings in making the so called ultimate findings set forth on pages 700 to 702, inclusive, of its original report, Exhibit 3 hereto attached, said ultimate findings being as follows:

"Upon the record, therefore, we ultimately find:

"1. That the intraterritorial class rates (except as they apply to rail-and-water coastal service or relate to short or weak-line arbitraries) applicable within • • • southwestern and western trunk-line territories, are, and for the future will be, unjust and unreasonable, in violation of section 1(4) and (5)(a) of the act.

"2. That the interterritorial class rates in issue in this proceeding applicable between official, Illinois, southern, southwestern, and western trunk-line territories are, and for the future will be, unjust and unreasonable, in violation of section 1(4) and (5)(a) of the act.

"3. That the relation between the interterritorial class rates applicable from southern, southwestern

[fol. 953] and western trunk-line territories to official and Illinois territories, on the one hand, and the intra-territorial class rates applicable within official and Illinois territories, on the other hand, makes, gives, or causes, and for the future will make, give, or cause, undue and unreasonable preferences and advantages to Official and Illinois territories as a whole and the shippers and receivers of freight located therein, and subjects and for the future will subject, [southern], southwestern and western trunk-line territories as a whole and the shippers and receivers of freight located therein to undue and unreasonable prejudice and disadvantage, in violation of section 3(1) of the Act. (The word "southern" in brackets above, was contained in the Commission's mimeographed report and apparently inadvertently omitted in its printed report.)

"4. That a just and reasonable basis of class rates, not unjustly discriminatory or unduly preferential or prejudicial, to be observed by the respondents with respect to the traffic described in findings 1, 2, and 3 immediately preceding, will be the following:

"(a) The application as a maximum for class 1 (class 100) of the scale of rates shown in appendix 10.

"(b) The rates herein prescribed are to be applied to the distances over the shortest possible rail routes by which carload traffic can be interchanged between carriers without transfer of lading.

"(c) That the scales of class rates for each class, other than class 1 (class 100), shall bear the percentage relations, to class 1 (class 100) rates found in part I hereof to be just, fair, and reasonable for the classes in the uniform classification. Appendix M to *Western Trunk Line Class Rates*, 164 I. C. C. 1, 282, contains a table which shows the percentages of class 100, below 100, herein found reasonable; and shows the rates which will result from applying these percentages to any given rate from 30 cents to $4. The rates shown in this table should be applied in establishing the rates for classes below 100. For classes above 100, fractions of a cent should be disposed of by

[fol. 954] dropping those less than one-half and by increasing those of one-half cent or more to the next whole cent.

"(d) Key-point class rates based on the scale herein found reasonable may be established subject to our approval between points where such rates were prescribed by us in the prior general class rates revisions.

"(e) That such class rates shall apply to the ratings of commodities taking class rates as the same shall be rated in the uniform classification found to be just, fair, and reasonable in part I hereof.

"(f) That such revised uniform class rates and classification ratings shall be made applicable simultaneously."

XXI. The Commission erred, misconstrued the law and acted arbitrarily, capriciously, unlawfully, and contrary to and without support in necessary preliminary findings or in the evidence in making the following findings and determinations, set out at pages 703 to 706, inclusive, of its report, Exhibit 3:

"We find and determine that the basis hereinafter outlined will result in rates which, until a complete revision in harmony with our previous findings is possible, will be just and reasonable.

"We find and determine that on and after the effective date of the order to be entered herein, the existing and current interstate class rates applicable to freight traffic moving at the classification ratings within southern, southwestern, and western trunkline territories as those territories have heretofore been described in this report, and interterritorially between those territories, and also between those territories and official territory, as hereinbefore described, will be unjust and unreasonable unless reduced 10 percent, subject to the class 1 scale shown at the end of this paragraph as minima for class 1 rates, and subject to the qualifications hereinafter indicated. This reduction is to be made by using the present current applicable class 1 rates as a base, and reducing them 10 percent, subject to observance of the rates in the distance scale

[fol. 955] set out hereinafter as minima. The rates on all the other classes in each class-rate system are to be correspondingly reduced by observing the same percentage relations to the class 1 rates thus reduced that such classes bear to the currently applied class 1 rates. No changes in existing exception rates or column rates are contemplated by this finding. No increase in any existing class rates is to be made under this finding within the southern, southwestern, and western trunkline territories, and interterritorially between those territories, and also between those territories and Official territory. In determining resulting rates, fractions of a cent should be disposed of by dropping those of less than one-half cent and by increasing those of one-half cent or more to the next whole cent. We do not contemplate that groupings in connection with the present class rates shall be changed as a result of this finding. * * *"

XXII. The Commission erred and acted arbitrarily, capriciously, unlawfully and contrary to and without support in the necessary preliminary findings or in the evidence in making the findings at page 705 of its original report, Exhibit 3, and at sheet 23 of its supplemental report, Exhibit 5, that the revenue needs of the carriers in Official Territory with respect to their class rate traffic are greater than is the case as to the class rate traffic of the carriers in Western Trunkline Territory and Southwestern Territory.

XXIII. The Commission erred, misconstrued the law and acted arbitrarily, capriciously, unlawfully and contrary to and without support in the evidence in making the following additional findings or statements of conclusion in its supplemental report, dated October 30, 1945 (sheets 19-21) Exhibit 5:

"It is not necessary again to review the evidence as to the unreasonableness of the class rates brought in issue in these proceedings, or as to the undue prefer-[fol. 956] ence and undue prejudice caused by and resulting from such rates, which we have found to exist. Having made the findings of unlawfulness, we have authority under section 15 (1) of the Act and under section 5 (b) of the Transportation Act of 1940, to prescribe the method for removing such unlawfulness,

and to prescribe the rate levels or the rates which we find to be necessary to remove it. We may, by order, prescribe maximum or minimum or maximum and minimum rates to remove any unlawfulness, and such order need not provide for an alternative method.

"In support of the contention that an alternative method of removing undue preference and undue prejudice must be provided, petitioners refer to *Texas & Pacific Ry. Co.* v. *United States*, 289 U. S. 627, in which the Court stated that 'where an order is made under section 3, an alternative must be afforded.' In a footnote to that statement, however, the Court said: 'This is not true of an order pursuant to Sec. 15 (1) prescribing maximum or minimum or maximum and minimum rates; but the present orders were not entered under that section'. See also *Youngstown Co.* v. *United States*, 295 U. S. 476.

* * * * * * *

"In the instant proceeding, in dealing with the interim adjustment, pages 702-706 of the report, we stated that our general findings and conclusions emphasized the importance and desirability of bringing the several intraterritorial freight-rate structures closer together in level and more upon the same pattern or scheme. We also emphasized the importance and desirability of removing as many differences as possible between the interterritorial rates of the respondents and the intraterritorial rates which they maintain. The differences in such rates and the effect upon the welfare of carriers, producers, shippers, consumers, and upon the welfare of localities, districts, regions, and territories were fully discussed in the report. The costs of service were considered, together with the consist of traffic, the distribution of the [fol. 957] general rate burden, rate and revenue comparisons, and other matters. Our conclusions were that the intraterritorial class rates within official and Illinois territories, as well as within the other territories dealt with, were unjust and unreasonable and that the relation between the interterritorial class rates from such other territories to official and Illinois territories, on the one hand, and the intraterritorial rates

within the latter territories, on the other, gives and causes, and will continue to give and cause, an undue and unreasonable preference and advantage to official and Illinois territories as a whole and shippers and receivers of freight located therein, and subjects, and for the future will subject, the other territories as a whole and the shippers and receivers of freight located therein to undue and unreasonable prejudice and disadvantage.

"Our general power under section 15 (1) of the act to order the removal of any unlawfulness in rates found to exist after full hearing has been supplemented and reinforced, insofar as this particular investigation is concerned, by section 5 (b) of the Transportation Act of 1940. After authorizing and directing us to institute an investigation of rates between points in one classification territory and points in another such territory, or within a territory, we are specifically empowered by that provision 'to enter such orders as may be appropriate for the removal of any unlawfulness which may be found to exist.' In reaching our conclusions as to the necessity for increases in official and Illinois territories, and reductions in the other territories and interterritorially, we gave consideration not only to the factors previously mentioned, but also to the rates of return of the carriers in the respective territories and to their ability to render efficient service. The interim adjustment, as previously explained, was the initial step in the ultimate revision of the class rate structures found to be unlawful."

XXIV. Without limiting the scope of the foregoing, the reports and orders of the Commission, Exhibits 3, 4 and [fol. 958] 5 are unlawful, beyond the Commission's power, arbitrary and capricious in the following respects and for the following reasons, among others:

(1) The reports as a whole contain incorrect discussions and conclusions of law and incorrect and unjustified preliminary findings of fact and analyses of the evidence.

(2) The reports assume to find and the orders are based on findings that the railroads violate the Interstate Commerce Act in charging and collecting the existing class rates and that the class rates are unreasonable and unlawful in violation of section 1 of the Interstate Commerce

Act because such rates are not on a uniform level, mile for mile, throughout the country, and therefore said reports, findings, conclusions and orders are contrary to and without support in the evidence or the law, in that:

(a) The said reports and orders of the Commission rest upon a misconstruction of law.

(b) There is no evidence that the class rates are unreasonable or unlawful in violation of Section 1 of the Interstate Commerce Act because the levels thereof are not uniform in the several rate territories. The Interstate Commerce Act contains no requirement that class rates must be uniform in all territories, but, on the contrary requires that all rates be just and reasonable in the light of the particular transportation and traffic conditions prevailing in the territory in which such rates apply, and the long administrative history of the Act constitutes recognition that different levels of rates in different sections of the country are proper and lawful.

(c) There is no evidence sufficient to support a finding that the differences in the levels of the class rates in the several rate territories and interterritorially will interfere with or restrict the free movement of traffic or that they have heretofore done so, and the evidence and preliminary findings are to the contrary.

[fol. 959] (d) There is no evidence in the record sufficient to support a finding that the costs of transporting freight in Western Territory are not substantially higher than the costs of transporting freight in Official Territory, or a finding that such costs in Western Territory do not support and justify the present rates in that territory.

(f) The existing class rates and the differences in the levels in the class rates in the several territories were prescribed by and are the result of orders of the Interstate Commerce Commission after thorough and extended investigations, and there is no evidence of changed conditions since those orders to support a finding that the rates are now unlawful because they reflect the differences caused by compliance with the orders.

(3) The reports assume to find and the orders are based on findings that the differences in the levels of the class rates in the several territories are the cause of undue or unreasonable prejudice or disadvantage to the West and to shippers or localities therein and of undue and unreasonable preference or advantage to Official Territory and the shippers or localities in that territory in violation of Section 3 of the Interstate Commerce Act and said reports, findings, conclusions and orders are contrary to and without support in the evidence or in law, in that:

(a) The said reports and orders of the Commission rest upon a misconstruction of law.

(b) The prohibition of undue prejudice and preference in Section 3 of the Interstate Commerce Act does not require that the class rates or any other rates shall be uniform throughout the country.

(c) There is no evidence sufficient to support a finding essential to an ultimate finding of a violation of Section 3 that the differences in the levels of the class rates have caused or will cause injury to the West or to shippers located therein or have been or will be the source of undue advantage to Official [fol. 960] Territory or shippers located therein, and the evidence and the preliminary findings and facts set out in the Commission's reports are to the contrary.

(d) There is no evidence sufficient to support a finding that the circumstances and conditions affecting the class rates or affecting the carriers in the transportation of class rate traffic in the several territories are so substantially similar as to require that the levels of the class rates must be the same in the several territories, and the evidence is to the contrary and shows that the carriers in establishing class rates in the several territories are and have been controlled by entirely different circumstances and conditions as to the nature of the traffic to be moved, including greatly differing rate structures on all freight, differing distributions of the so-called transportation burden, different volumes and kinds of freight to be transported, and different competitive and physical conditions.

(e) The evidence shows that the differences in the levels of the class rates in the several territories are the result of orders of the Commission prescribing the class rates in each territory and interterritorially in the light of the differing conditions found in the several territories as shown by the evidence in the proceedings in which such orders were made, and there is no evidence that conditions have so changed since those proceedings as to support a conclusion that the rates therein prescribed as just, reasonable and non-discriminatory have become unjust, unreasonable or unduly preferential and prejudicial.

(f) There is no evidence sufficient to support a finding that the same carriers or groups of carriers control the levels of the class rates in the several territories and are therefore responsible for the differences in such levels.

(4) Insofar as the reports are based on a finding or assumption that there are no substantial differences in the costs of performing transportation in the several rate [fol. 961] territories, they are without support in the evidence and contrary to other findings for the reasons that:

(a) Such carload cost computations as are in evidence are computations of average costs based upon statistics as to all freight, and in view of the greatly differing kinds and volumes of freight and different lengths of haul in the several territories, it cannot be assumed that such averages reflect the relative costs of transporting carload class rate traffic in the several territories, nor do they purport to do so.

(b) The Commission itself found that the average cost of transporting all freight on the railroads in Western Territory is substantially higher than the average cost of transporting freight in Official Territory and that the cost of transporting less-than-carload freight on the railroads in Western Territory is 27 per cent higher than in Official Territory, even with the low cost Pocahontas Territory omitted from the costs in Official Territory.

(5) The orders are invalid in that they do not represent a lawful exercise of regulatory authority based upon evi-

dence and necessary findings supported by evidence that the present class rates are unlawful, but instead constitute an arbitrary and unsupported attempt to interfere with the managerial discretion of the railroads as to rate-making policy.

(6) The orders in prescribing class rates for the future are arbitrary and without support in the findings or in the evidence since the evidence all related to transportation, industrial and commercial conditions in 1939 and during the early war years, whereas many of the factors and conditions which must now govern the level and relationship of rates are greatly different from those relied upon by the Commission.

[fol. 962] XXV. Insofar as the orders are based upon a finding of undue and unreasonable preference and advantage or undue and unreasonable prejudice and disadvantage in violation of Section 3 of the Interstate Commerce Act, the orders are invalid and beyond the Commission's authority in failing to leave to the railroad respondents, as required by law, the alternative of correcting such violation, if it were lawfully found to exist, entirely by increasing the intraterritorial class rates in Official Territory, which the Commission found to be unjust and unreasonably low.

XXVI. There is no evidence sufficient to support a finding that the difference in the levels of the class rates in the several territories and interterritorially has prevented or limited the industrial and economic growth of the Western Territory and the evidence and preliminary findings of the Commission are to the contrary.

XXVII. There is no evidence that any factory or business establishment has failed to move from Official Territory to Western Territory or has failed to become established in Western Territory because of any difference in level between the intraterritorial class rates in Official Territory and the interterritorial class rates between Official Territory and Western Territory. There is no evidence that any manufacturer or business establishment in Western Territory has failed to sell an article in Official Territory because of that difference in level or has been prejudiced or harmed in any way by that difference in levels. There is no evidence of the existence of any unlawful discrimination.

There is no evidence in the record sufficient to support the finding that the Western Trunk-Line and Southwestern Territories as a whole and the shippers and receivers of freight located therein are subjected to undue and unreasonable prejudice and disadvantages by the relation [fol. 963] between (a) the interterritorial class rates applicable from those territories to Official Territory and (b) the intraterritorial class rates applicable within Official Territory. If the business of shippers and receivers of freight in Western Trunk-Line and Southwestern Territories had been discouraged by the differences in those freight rates, they would have appeared before the Commission to voice their complaints in this comprehensive investigation. The Commission's report, on the contrary, shows that not a single shipper, receiver or commercial establishment in the Western Trunk-Line and Southwestern Territories made such a claim. The Commission stated, at page 673 of its original report (Exhibit 3):

> "Only three commercial witnesses, speaking for individual establishments in the Southwest nd Western Trunk Line territory, testified in this proceeding. These were a steel company at Denver, a manufacturer of coal-washing machinery at Pittsburg, Kans., and a lamp and stove company at Wichita. The representatives of the two manufacturers last named testified that a great preponderance of their products was shipped to Official Territory, but neither complained that the rate adjustment had discouraged or barred their enterprises from locating where they are. The steel company at Denver uses class rates only to a very limited degree."

The "steel company at Denver" referred to by the Commission did not urge a parity between Western Trunk-Line and Southwestern Territory class rates on the one hand and Official Territory rates on the other. On the contrary, it urged that the rate level from the Missouri River to the Rocky Mountains be established at thirty percent higher than the rate level in Official Territory.

The representatives of public officials of the states in the Western Trunk-Line and Southwestern Territories were not agreed that a uniformity of class rates should be [fol. 964] sought or that there should be made a claim of

undue and unreasonable prejudice and disadvantage. Most of Wisconsin is in Western Trunk-Line Territory from the standpoint of interstate class rates, yet Wisconsin not only opposed any such claim but is one of the plaintiffs in the proceeding before this Court, in Civil No. 2311, seeking to set aside the Commission's orders. Michigan is partly in Western Trunk-Line Territory but is one of the plaintiffs in said proceeding seeking to set aside the Commission's orders. Missouri appeared and offered evidence but disavowed any claim that the existing class rates are unlawful. Colorado expressed the view that class-rate uniformity on the eastern scale would reduce the revenues of western railroads too drastically. Wyoming did not object to the present rates. The Commission stated that Nebraska asks for a rate structure that will enable it to reach markets on an equality with competitors but that Nebraska speaks of freight rates in a generic sense "and not specifically of the class rates in issue." (Original report, page 653, Exhibit 3). Topeka, Kansas, argued that higher class rates are justified in Western Trunk-Line Territory than in Official Territory because of territorial differences in the consist of traffic, in commodity rates and in carrier needs. Kansas City preferred to retain its present class rates if reductions in them would entail increases on its heavy-loading commodities. The Commission stated that even among the states whose public representatives claim they are retarded by the class-rate structure, and seek greater industrial development, "some concede that rates on the eastern scale alone would not accomplish that objective." (Original report, page 651, Exhibit 3),

The class rates within Mountain-Pacific Territory and between that Territory and other territories were not directly in issue in this proceeding before the Commission. [fol. 965] Nevertheless, as the Commission states in its report, the establishment of the uniform classification found reasonable, by the Commission will necessarily make changes in the measure of class rates within, to and from Mountain-Pacific Territory. For this reason the Railroad Commission of the State of California, the Arizona Corporation Commission and the Public Service Commission of the State of Nevada were represented at the oral argument. These states contended that uniformity is unneces-

sary and impracticable and that this is not the time to bring about a general adjustment of the rate structure because of the abnormalities of the war period and because of the fact that the record, even at the time of oral argument, was already old.

XXVIII. The Commission erred as a matter of law and acted arbitrarily and capriciously in entering its order dated October 30, 1945, Exhibit 5, denying the petition of plaintiffs for postponement of the effective date of its order, for reopening, reargument and reconsideration.

XXIX. Plaintiffs are without adequate remedy at law.

XXX. Each and every allegation contained in this petition is made by and on behalf of each and every plaintiff herein. Each and every plaintiff named herein severally alleges that the order of the Interstate Commerce Commission reducing the rates on less-than-carload traffic and identified elsewhere herein would take from each said plaintiff for public use its property without just compensation, and without due process of law, in violation of the Fifth Amendment to the Constitution of the United States.

Wherefore, plaintiffs pray:

1. That, pursuant to the statutes referred to in Subdivision V hereof, there be constituted to hear this case a special court of three judges, one of whom shall be a Circuit Judge.

2. That process issue against the United States of America.

3. That upon final hearing and submission herein the Court adjudge that the reports and orders of the Interstate Commerce Commission, Exhibits 3, 4 and 5 herein, are predicated upon a misconstruction of the Interstate Commerce Act and the Transportation Act of 1940, unlawful, beyond the power of the Commission, arbitrary, [fol. 966] capricious, unsupported by essential findings, and contrary to and without support in the evidence, and that a decree be entered declaring said reports and orders to be null, void and of no effect, and perpetually enjoining enforcement, operation and execution of said reports and orders and that plaintiffs may have such other and further

relief in the premises as the nature of the case shall require and to this Court shall seem meet.

Respectfully submitted, H. C. Barron, B. F. Batts, James G. Blaine, H. E. Boe, P. F. Gault, J. A. Gillen, R. G. Hagman, Toll R. Ware, G. H. Muckley, Conrad Olson, Dana T. Smith, Carson L. Taylor, Robert Thompson, Douglas F. Smith, D. Robert Thomas, Jr., Attorneys for Plaintiffs

Sidley, Austin, Burgess & Harper, 11 So. LaSalle Street, Chicago, Illinois. Ferris, Burgess, Hughes & Dorrance, First National Bank Building, Utica, New York. Of Counsel.

[fol. 967] *Duly sworn to by E. B. Finegan. Jurat omitted in printing.*

[fols. 968-969] Exhibit 1 omitted. Printed side page 57 ante.

[fol. 970] Exhibit 2 omitted. Printed side page 61 ante.

[fols. 971-1291] Exhibit 3 Original Report May 15, 1945, omitted. Printed side page 63 ante.

[fols. 1292-1294] Exhibit 4. Omitted. Printed side page 385 ante.

[fols. 1295-1324] Exhibit 5. Omitted. Printed side page 434 ante.

[fols. 1325-1326] Exhibit 6. Omitted. Printed side page 431 ante.

[fol. 1327] Exhibit 7. Omitted. Printed side page 433 ante.

[fol. 1328] EXHIBIT 8

No. 27460

INTERSTATE COMMERCE COMMISSION

WASHINGTON

At a General Session of the Interstate Commerce Commission held at its office in Washington, D. C., this 27th day of December, 1945.

In the Matter of

Applications for Special Permission T. L. T. B. No. 977 of W. S. Curlett, Agent, No. 396 of L. E. Kipp, Agent, and No. 3282 of R. H. Hoke and W. P. Emerson, Agents.

Postponement of effective date of rates and provisions published in purported compliance with Dockets Nos. 28300 and 28310.

Waiver of Statutory Notice and Tariff Publishing Rules

It is ordered, That under the applications for special permission dated December 24, 1945 and December 26, 1945, (T. L. T. B. No. 977). (No. 396), and (No. 3282), filed by W. S. Curlett, L. E. Kipp, R. H. Hoke and W. P. Emerson, respectfully, Agents, for and on behalf of carriers and their tariff-publishing agents who have filed rates and provisions in purported compliance with the Commission's orders in Dockets Nos. 28300 and 28310 and rates and provisions related thereto, the said carriers and publishing agents are hereby authorized to publish and file with the Commission consecutively numbered supplements or revised pages to tariffs, such supplements or pages to postpone or suspend until the further order of the Commission the effective date of rates and provisions published in purported compliance with the Commission's orders in [fol. 1329] Dockets Nos. 28300 and 28310, and rates and provisions related thereto, upon not less than one day's notice to the Commission and the general public by posting and filing in the manner required by law.

It is further ordered, That the said carriers and their tariff-publishing agents are hereby authorized to provide for the postponement or suspension of rates and provisions by short form method of publication and to depart from the Commission's tariff-publishing rules to the extent necessary.

It is further ordered, That supplements issued hereunder shall be exempt from the terms of Rule 9(e) of Tariff Circular No. 20 or similar rules of other tariff circulars during their effectiveness.

It is further ordered, That supplements or revised pages issued hereunder shall bear the notation:

> Issued on one day's notice under permission of the Interstate Commerce Commission, No. 27460 of December 27, 1945.

and supplements issued hereunder departing from the tariff-publishing rules shall bear the further notation:

> The form of this publication is authorized by permission of the Interstate Commerce Commission, No. 27460 of December 27, 1945.

And it is further ordered, That except as otherwise provided, this permission does not modify any outstanding formal orders of the Commission, nor waive any of the requirements of its published rules relative to the construction and filing of tariff publications, nor modify any of the provisions of the Interstate Commerce Act, except as to the notice to be given. This permission is granted responsive to the orders of the District Court of the United States for the Northern District of New York in Cause Civil No. 2311, *the States of New York, Delaware, et al.*, v. *the United States of America*, filed in the office of the clerk of that court on December 21, 1945.

By the Commission, W. P. Bartel, Secretary. (Seal.)

[fol. 1330] IN UNITED STATES DISTRICT COURT

Civil No. 2337

[Title omitted]

ORDER—Filed February 4, 1946

There having been presented to the undersigned on February 1, 1946, the verified petition of the plaintiffs, wherein they apply for an interlocutory and final injunction suspending and restraining the enforcement of certain orders of the Interstate Commerce Commission, relating to the charges to be made for the transportation of freight or merchandise by carrier, and setting aside same, which orders are set forth in said petition; and praying further

that a special court of three judges be constituted to hear this cause as required by law;

The undersigned does hereby call to his assistance to hear and determine the application, and to act in all matters pertaining to this cause as provided by law, Honorable Harrie B. Chase, a Judge of the United States Circuit Court of Appeals for the Second Circuit, and Honorable John C. Knox, a Judge of the United States District Court for the Southern District of New York, who, together with the undersigned, shall constitute herein a Special Court, as prayed for in said petition and as required by law.

Stephen W. Brennan, Judge of the United States District Court for the Northern District of New York.

Dated at Utica, New York, February 2, 1946.

[fol. 1331] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ORDER—Filed February 18, 1946.

On oral motion of petitioners, it is ordered, decreed and adjudged, that plaintiffs be and they are hereby given leave to amend, instanter, their petition herein, by incorporating by interlineation in said original petition, as paragraph XXX thereof, the following allegations, to wit:

"XXX. Each and every allegation contained in this petition is made by and on behalf of each and every plaintiff herein. Each and every plaintiff named herein severally alleges that the order of the Interstate Commerce Commission reducing the rates on less-than-carload traffic and identified elsewhere herein would [fol. 1332] take from each said plaintiff for public use its property without just compensation, and without due process of law, in violation of the Fifth Amendment to the Constitution of the United States."

Enter:

Harrie B. Chase, Judge United States Circuit Court;
John C. Knox, Judge United States District Court;
Stephen W. Brennan, Judge United States District Court.

[fol. 1333] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

PETITION FOR LEAVE TO INTERVENE—Filed February 18, 1946.

To the Honorable the Judges of the District Court of the United States for the Northern District of New York:

Now come your petitioners, the States of New York and Ohio, by their several Attorneys-General, Assistant Attorneys-General and Special Counsel, and respectfully represent that they and each of them has an interest in the matters involved in the above entitled proceeding and desire to intervene and become parties plaintiff thereto, and — support of this petition say:

1. Plaintiffs are sovereign States and bodies politic and also are shippers and receivers of freight by railroad including freight moving on class rates between points in Official classification territory and also between points in that territory on the one hand and points in the Southern, Southwestern and Western Trunk Line territories on the other.

[fol. 1334] 2. Each of your petitioning States was a party to the proceedings before the Interstate Commerce Commission (hereinafter called the Commission) entitled Docket No. 28300—Class Rate Investigation, 1939, and Docket No. 28310—Consolidated Freight Classification, in which the orders sought to be enjoined were made.

3. By virtue of the provisions of Sections 212 and 213 of the Judicial Code of the United States of America (28 U.S. 45(a)), your petitioners being parties in interest in said proceedings before the Commission, in Docket Nos. 28300 and 28310, are entitled to intervene and be parties to the above entitled proceedings and be represented therein by counsel.

4. Pursuant to Rule 10 (c) of the Rules of Civil Procedure for the District Courts of the United States, your petitioners adopt by reference the allegations of Paragraphs VII to XVIII and XX to XXIX, inclusive, of the Petition of the plaintiffs Atchison, Topeka & Santa Fe

Railway Company, et al. as fully as if such allegations were included herein in their entirety.

5. Your petitioners are without adequate remedy at law.

Wherefore, your petitioners pray that they be permitted to intervene in the above entitled proceedings as parties plaintiff thereto and that upon final hearing the Court adjudge that the reports and orders of the Commission described in plaintiffs' petition are unlawful, beyond the [fol. 1335] power of the Commission, arbitrary, capricious, unsupported by essential findings, contrary to and without support of the evidence, and that a decree be entered declaring said reports and orders to be null and void and of no effect, and that petitioners may have such other and further relief as in the premises may be proper.

Dated: February 18, 1946.

Respectfully submitted, Nathaniel L. Goldstein, Attorney General, Albany, New York; Parker McCollester, Frank J. Clark, Special Assistant Attorneys General, 25 Broadway, New York 4, N.Y., For plaintiff The State of New York. Hugh S. Jenkins, Attorney General; Kenneth L. Sater, Special Counsel, Columbus, Ohio, For plaintiff The State of Ohio.

[fol. 1336] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ORDER GRANTING MOTION TO INTERVENE—Filed February 18, 1946

The States of New York and Ohio, having filed a petition for leave to intervene in the above entitled matter and by said petition having with certain exceptions adopted the allegations of plaintiffs' petition, and the parties hereto having indicated their assent to such intervention,

It is now ordered and decreed as follows until the further order of this Court:

The motion to intervene is hereby granted and said petitioners have leave to intervene in this suit for their own interests, with the right to be made additional party plaintiffs to the case and to appear by counsel.

Stephen W. Brennan, United States District Judge.

[fol. 1337] Without admitting the allegations of the petition to intervene and denying some of them, we consent to the intervention of the States of New York and Ohio and to the entry of the above order.

——— ———, Counsel for defendant, United States of America. ——— ———, Attorney for Petitioners.

[fol. 1338] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

PETITION FOR LEAVE TO INTERVENE—Filed February 18, 1946

To the Honorable the Judges of the District Court of the United States for the Northern District of New York:

Now come your petitioners, Horace A. Hildreth, Governor of the State of Maine, Charles M. Dale, Governor of the State of New Hampshire, Mortimer R. Proctor, Governor of the State of Vermont, Maurice J. Tobin, Governor of The Commonwealth of Massachusetts, John O. Pastore, Governor of the State of Rhode Island, and Raymond E. Baldwin, Governor of the State of Connecticut, and respectfully represent that they, and each of them, have an interest in the matters involved in the above-entitled proceeding, and desire to intervene and become parties plaintiff thereto, and, in support of this petition say:

1. Each of your petitioners is a Governor of one of the New England States and was permitted to intervene in, and was a party to, proceedings before the Interstate Commerce Commission (hereinafter called the Commission) en-[fol. 1339] titled respectively—Class Rate Investigation, 1939—and—Consolidated Freight Classification—numbered respectively Nos. 28300 and 28310 in the docket of the Com-

mission, and representatives of your petitioners have appeared at various hearings before the Commission in said proceedings.

2. By virtue of the provisions of Sections 212 and 213 of the Judicial Code of the United States of America (28 U. S. 45(a)), your petitioners being parties in interest in said proceedings before the Commission, in Docket Nos. 28300 and 28310, are entitled to intervene and be parties to the above entitled proceedings and be represented therein by counsel.

3. Pursuant to Rule 10(c) of the Rules of Civil Procedure for the District Courts of the United States, your petitioners adopt by reference the allegations of Paragraphs VII to XVIII and XX to XXIX, inclusive, of the Petition of the plaintiffs Atchison, Topeka & Santa Fe Railway Company, et al. as fully as if such allegations were included herein in their entirety.

4. Your petitioners are without adequate remedy at law.

Wherefore, your petitioners pray that they be permitted to intervene in the above entitled proceedings as parties plaintiff thereto and that upon final hearing the Court adjudge that the reports and orders of the Commission described in plaintiffs' petition are unlawful, beyond the power of the Commission, arbitrary, capricious, unsupported by [fol. 1340] essential findings, contrary to and without support of the evidence, and that a decree be entered declaring said reports and orders to be null and void and of no effect, and that petitioners may have such other and further relief as in the premises may be proper.

Dated February 18, 1946.

Respectfully submitted, Henry E. Foley, 10 Post Office Square, Boston 9, Massachusetts, Counsel for Horace A. Hildreth, Governors of the State of Maine; Charles M. Dale, Governors of the State of New Hampshire; Mortimer R. Proctor, Governor of the State of Vermont; Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; John O. Pastore, Governor of the State of Rhode Island; Raymond E. Baldwin, Governor of the State of Connecticut.

[fol.1341] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ORDER GRANTING MOTION TO INTERVENE—Filed February 18, 1946

Horace A. Hildreth, Governor of the State of Maine, Charles M. Dale, Governor of the State of New Hampshire, Mortimer R. Proctor, Governor of the State of Vermont, Maurice J. Tobin, Governor of the Commonwealth of Massachusetts, John O. Pastore, Governor of the State of Rhode Island, and Raymond E. Baldwin, Governor of the State of Connecticut, having filed a petition for leave to intervene in the above entitled matter and by said petition having with certain exceptions adopted the allegations of plaintiffs' petition, and the parties hereto having indicated their assent to such intervention,

It is now ordered and decreed as follows until the further order of this Court:

The motion to intervene is hereby granted and said petitioners have leave to intervene in this suit for their own interests, with the right to be made additional party plaintiffs to the case and to appear by counsel.

Stephen W. Brennan, United States District Judge.

[fol. 1341a] Without admitting the allegations of the petition to intervene and denying some of them, we consent to the intervention of Horace A. Hildreth, Governor of the State of Maine, Charles M. Dale, Governor of the State of New Hampshire, Mortimer R. Proctor, Governor of the State of Vermont, Maurice J. Tobin, Governor of The Commonwealth of Massachusetts, John O. Pastore, Governor of the State of Rhode Island, and Raymond E. Baldwin, Governor of the State of Connecticut, and to the entry of the above order.

—— ——, Counsel for defendant, United States of America. —— ——, Attorney for Petitioners.

[fol. 1342] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

INTERVENTION OF INTERSTATE COMMERCE COMMISSION—Filed February 18, 1946

To the Honorable the Judges of Said Court:

In accordance with the provisions of section 212 of the Judicial Code, 36 Stat. L. 1150 (U. S. Code, Sup. VII, title 28, sec. 45a), I hereby enter the appearance of the Interstate Commerce Commission as a party defendant, and of myself, as its counsel, in the above-entitled suit.

Interstate Commerce Commission, By Daniel W. Knowlton, Chief Counsel.

[fol. 1343] DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

PETITION FOR LEAVE TO INTERVENE—Filed February 18, 1946

Come now the states of Kansas, Oklahoma, Arkansas, Texas, Nebraska, North Dakota, and South Dakota, and the Corporation Commission of the State of Oklahoma, the Arkansas Public *Public* Service Commission, The State Corporation Commission of Kansas, the Kansas Industrial Development Commission, the Railroad Commission of Texas, the Nebraska State Railway Commission, the Public Service Commission of the State of North Dakota, and the Public Utilities Commission of the State of South Dakota, and respectfully petition the Court for permission to intervene herein and have the right to appear and be made parties to this case and to be represented before the Court by counsel and as grounds therefor respectfully state:

1. That these petitioners are sovereign states and duly constituted statutory bodies of such sovereign states and were parties in interest to the proceeding before the Interstate Commerce Commission wherein the orders complained

of in the petition herein were entered and are parties in whose favor the said orders were entered by the Interstate Commerce Commission, and are shippers and receivers of freight transported by railroad upon which rates affected by the orders sought to be enjoined are charged.

2. That irreparable injury will result to these parties and to the citizens and shippers in these various states if [fol. 1344] the orders of the Interstate Commerce Commission herein sought to be enjoined and set aside are so enjoined and so set aside.

3. That by the decision of the Interstate Commerce Commission in the proceeding wherein said orders were entered the said Interstate Commerce Commission found that the class rates and charges being assessed and collected from the shippers within these states are unreasonable and unjustly discriminatory in violation of the Interstate Commerce Act and the orders issued by said Interstate Commerce Commission were issued for the purpose of relieving the said shippers within these variou states of the burden of paying unreasonable and unjustly discriminatory class rates.

4. That by reason of the foregoing facts these petitioners are proper parties to be permitted to intervene as defendants herein and are parties in interest in this proceeding.

Wherefore, before named petitioners respectfully pray the Court for an order permitting them to intervene as defendants herein in support of the orders of the Interstate Commerce Commission and in support of the defendant herein and to be treated as parties hereto.

Respectfully prayed, the State of Arkansas, Ben Laney, Governor, by J. C. Murray. Arkansas Public Service Commission, J. C. Murray, Special Attorney. The State of Kansas, The State Corporation Commission of Kansas, The Kansas Industrial Development Commission, Byron M. Gray, Special Attorney. The State of Nebraska, The Nebraska State Railway Commission, Walter R. Johnson, Attorney General; H. Emerson Kokjer, [fol. 1345] Deputy Attorney General. The State of North Dakota, Nels G. Johnson, Attorney General, Neal E. Williams, Special Assistant Attorney General. Public Service Commission of the State of

North Dakota, C. F. Kelsch, Attorney. State of Oklahoma, Robert S. Kerr, Governor, by C. B. Bee. Corporation Commission of the State of Oklahoma, C. B. Bee, Special Counsel. The State of South Dakota, Public Utilities Commission of the State of South Dakota, Wm. Williamson, Attorney. The State of Texas, Railroad Commission of the State of Texas, Grover Sellers, Attorney General, James Noel, Assistant Attorney General.

[fol. 1346] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ANSWER OF THE UNITED STATES OF AMERICA—Filed February 18, 1946

Comes now the United States of America and answers as follows:

1. For its answer to paragraphs I to VII, inclusive, of the petition, this defendant admits the allegations thereof, except that it denies that this Court, when specially convened to hear and determine suits to set aside orders of the Interstate Commerce Commission (hereafter called the Commission) has general equity jurisdiction; and this defendant respectfully states that the power of this Court, when so convened, is limited to enjoining, setting aside, annulling, or suspending, in whole or in part, orders of the Commission. For further answer to paragraph II, this defendant alleges that Exhibit 3 attached to the petition contains certain typographical errors described in paragraph I of the Commission's answer in the companion case of *The States of New York, Delaware, et al.*, v. *United States*, Civil No. 2311.

2. For its answer to paragraph VIII of the petition, this defendant denies the allegations in the last four sentences of that paragraph and admits the other allegations of the paragraph. For further answer to paragraph VIII, this defendant alleges that certain class rates have been prescribed by the Commission in Western Territory; that the

findings and conclusions of the Commission as to the lawful-
[fol. 1347] ness of the class rates so prescribed did not preclude it from entering upon subsequent investigations, based on experience with those rates, or changes in transportation conditions which would affect the lawfulness of those rates, and from entering the reports and orders herein attacked; and respectfully states to the Court that it is the Commission's duty to be continuously responsive to changes in transportation conditions and problems.

3. This defendant admits the allegations of paragraph IX of the petition.

4. For its answer to paragraph X of the petition, this defendant denies the allegations of the second sentence of that paragraph and admits the other allegations of the paragraph.

5. For its answer to paragraphs XI, XII, and XIII of the petition, this defendant denies the allegations thereof for the reason that those allegations merely purport to summarize or quote parts of the reports, orders, or record herein assailed, or the pleaders' conclusions thereon, and that these reports and orders, exhibits herein, speak for themselves. For further answer to paragraph XIII, this defendant denies that the adjustment in rates prescribed by the Commission's reports and orders herein attacked would impose irreparable damage upon plaintiff or any damage or loss at law whatever.

6. This defendant admits the allegations in paragraph XIV of the petition, and further alleges that the petitions for reopening and reconsideration of the Commission's report and order of May 15, 1945, filed with the Commission on behalf of the plaintiffs and other parties to the proceedings under review, were carefully considered by the Commission, and in support of this allegation, this defendant respectfully refers the Court to Exhibit 5 attached to the plaintiffs' petition, which is a true copy of the report and order on reconsideration issued by the Commission on October 30, 1945, in response to petitions for reconsideration of the report and order of May 15, 1945.

[fol. 1348] 7. This defendant admits the allegations of paragraph XV and XVI of the petition, except the last two

sentences of XVI, which are denied on the ground that this order of the Commission speaks for itself.

8. For its answer to paragraphs XVII to XXIX, inclusive, of the petition, this defendant denies the allegations thereof and denies that the Commission erred in the respects assigned in those paragraphs or in any other respect.

9. For further answer to the petition, this defendant alleges that the Commission's reports and orders attacked in this action were made within its statutory authority upon substantial evidence after full and fair hearings, and that the reports and orders are rational, lawful, and valid, in all respects.

Wherefore, this defendant prays that the relief prayed for by the plaintiffs be denied and that the action be dismissed at plaintiffs' costs.

Edward H. Miller, David O. Mathews, Special Assistants to the Attorney General, Attorneys for the United States.

Wendell Berge, Assistant Attorney General.
Irving J. Higbee, United States Attorney.

[fol. 1349] DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ANSWER OF THE STATES OF ALABAMA, FLORIDA, GEORGIA, LOUISIANA, MISSISSIPPI, NORTH CAROLINA, SOUTH CAROLINA, AND TENNESSEE, AND THE SOUTHERN GOVERNORS CONFERENCE—Filed February 18, 1946

The States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, and the Southern Governors Conference, intervening defendants in the above-entitled suit, now and at all times hereinafter, saving and reserving to themselves all and all manner of benefit and advantage of exception to the many errors and insufficiencies in the plaintiffs' bill of complaint contained, for answer thereto, or unto so much of such parts

thereof as they are advised that it is material for them to answer, answer and say:

I. Defendants deny that this court has jurisdiction of this case under its general equity power, but admits the other allegations of paragraphs I and VI, inclusive.

II. Defendants admit the allegations of paragraphs VII [fol. 1350] and VIII except the last sentence in each of said paragraphs, which they deny.

III. Defendants admit the allegations of paragraphs IX and X.

IV. Defendants deny the allegation of paragraph XI, with reference to the cost studies and the manner in which they were made, but admit the quotation from the decision of the Commission.

V. Defendants deny the allegations of paragraph XII except that they admit the Commission made the report therein referred to.

VI. Answering paragraph XIII defendants admit that the Commission ordered reductions as stated, but alleged that in addition to being subject to the prescribed minimum scale of rates the Commission ordered an increase in the minimum charge on less-than-carload traffic, and defendants deny all other allegations in said paragraph.

VII. Defendants admit the allegations of paragraphs XIV, XV and XVI.

VIII. Defendants deny all the allegations of paragraph XVII.

IX. Defendants deny the allegation of paragraph XVIII except the quotation from the Transportation Act of 1940, and defendants allege that the Commission correctly interpreted the amendment to Sections 3(1) of the Interstate Commerce Act as extending its powers to remove discrimination as between "regions, districts or territories", but deny that the Commission construed said amendment or the Ramspeck Resolution as granting any new powers or setting up any new standards of rate-making.

X. Answering paragraph XIX defendants deny all of the allegations thereof except the quotation from the report of the Commission. Defendants allege that the paragraph

quoted from the Commission's report does not constitute a finding as to less-than-carload traffic moving on class rates; [fol. 1351] but Commission's finding in the quoted sentence refers to all less-than-carload traffic, and defendants allege that much of the less-than-carload traffic in Western territory moves on exception and commodity rates, which are much lower than the class rates on said traffic, and that the class rates are the highest of any rates on which less than carload traffic moves. Defendants further allege that the allegations of this paragraph are insufficient to raise the question as to whether the rates prescribed are, in fact, confiscatory because the allegation goes no further than to state that confiscation is established by evidence already of record and considered by the Commission and by the reports and orders of the Commission and such allegation is lacking in the specifications necessary to raise the question of confiscation.

XI. Defendants deny all of the allegations of paragraphs XX to XXVIII, inclusive, except the quotations from the reports of the Commission, and defendants refer to and rely upon the reports and the orders of the Commission.

XII. Defendants allege that before making, entering and serving the reports and orders referred to in the petition that the parties to the proceeding, including the plaintiffs, were accorded a full hearing provided for by the Interstate Commerce Act; that in said hearing a large volume of testimony and other evidence bearing upon the matters covered by said reports and orders were submitted to, heard and considered by the Commission, including testimony and evidence of plaintiffs; that upon consideration of the said testimony, arguments and briefs of the parties, including plaintiffs, the Commission rendered its said reports and orders setting forth its findings of fact, decision, conclusions and requirements in the premises.

[fol. 1352] XIII. Defendants allege that the findings and conclusions in the said reports were and are fully supported and justified by the evidence submitted before the Commission in said proceeding; and the orders of May 15, 1945, as amended by the order of October 30, 1945, were not made or entered arbitrarily, unjustly or contrary to relevant evidence, or without substantial evidence to support them; that in making said orders the Commission did not exceed the

authority which had been duly conferred upon it, or commit any error of law, and defendants deny each and every allegation to the contrary contained in the petition.

Wherefore, these defendants pray that the relief sought by the complaint be denied and the complaint be dismissed.

State of Alabama, et al., Defendants, by J. B. Norman, Attorney.

I hereby certify that copy of the foregoing answer was this day mailed by me to each of the counsel appearing on list of counsel furnished by the Clerk of the Court. This — day of February, 1946.

J. B. Norman, Attorney for above-named intervening defendants, 1512 Kentucky Home Life Bldg., Louisville 2, Kentucky.

[fol. 1353] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ANSWER OF INTERSTATE COMMERCE COMMISSION—Filed February 18, 1946

The Interstate Commerce Commission, intervening defendant in the above-entitled action, for answer to the petition in said action, hereby adopts and makes its own the answer made and filed herein by the defendant, the United States of America.

Interstate Commerce Commission, by Daniel W. Knowlton, Chief Counsel.

[fol. 1354] DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ANSWER OF THE STATES OF ARKANSAS, KANSAS, NEBRASKA, NORTH DAKOTA, OKLAHOMA, SOUTH DAKOTA AND TEXAS; AND THE ARKANSAS PUBLIC SERVICE COMMISSION, THE STATE CORPORATION COMMISSION OF KANSAS, THE KANSAS INDUSTRIAL DEVELOPMENT COMMISSION, THE NEBRASKA STATE RAILWAY COMMISSION, THE PUBLIC SERVICE COMMISSION OF THE STATE OF NORTH DAKOTA, THE CORPORATION COMMISSION OF THE STATE OF OKLAHOMA, THE PUBLIC UTILITIES COMMISSION OF THE STATE OF SOUTH DAKOTA AND THE RAILROAD COMMISSION OF THE STATE OF TEXAS—Filed February 18, 1946

Come now the above-named defendants, heretofore by leave of Court permitted to intervene herein, and answer as follows:

1. Defendants admit the allegations of paragraphs I to VII inclusive, except they deny that the Court has any general equity jurisdiction in this action.

2. Defendants admit the allegations of paragraph VIII except they deny the last paragraph thereof, and neither affirm nor deny the allegation that the average level of rates in Western Territory is very substantially higher than in Official Territory, but aver that said allegation is irrelevent and immaterial.

3. Defendants admit the allegations of paragraph IX.

4. Defendants deny all of paragraph X except the first sentence thereof, which is admitted.

5. Defendants deny paragraph XI except the quotations from the report of the Commission contained therein, and refer the Court to the report of the Commission to determine the contents thereof.

6. For their answer to paragraphs XII and XIII defendants refer the Court to the reports and orders of the Commission to determine the contents thereof.

[fol. 1355] 7. Defendants admit paragraphs XIV, XV and XVI.

8. Defendants deny all of paragraph XVII.

9. Defendants deny paragraph XVIII except the quotations from the Transportation Act of 1940.

10. Defendants deny paragraphs XIX to XXIX inclusive.

Wherefore, having fully answered, these defendants pray that the action herein be dismissed at plaintiffs' costs.

The State of Arkansas, Ben Laney, Governor, by J. C. Murray. Arkansas Public Service Commission, J. C. Murray, Special Attorney. The State of Kansas, The State Corporation Commission of Kansas, The Kansas Industrial Development Commission, Byron M. Gray, Special Attorney. The State of Nebraska, The Nebraska State Railway Commission, Walter R. Johnson, Attorney General, H. Emerson Kokjer, Deputy Attorney General. The State of North Dakota, Nels G. Johnson, Attorney General, Neal E. Williams, Special Assistant Attorney General. Public Service Commission of the State of North Dakota, C. F. Kelsch, Attorney. [fol. 1356] The State of Oklahoma, Robert S. Kerr, Governor, by C. B. Bee. Corporation Commission of the State of Oklahoma, C. B. Bee, Special Counsel. The State of South Dakota, Public Utilities Commission of the State of South Dakota, Wm. Williamson, Attorney. The State of Texas, Railroad Commission of the State of Texas, Grover Sellers, Attorney General, James Noel, Assistant Attorney General.

[fol. 1357] District Court of the United States

Civil No. 2337

[Title omitted]

Petition for Leave to Intervene—Filed February 18, 1946

Comes now, the Southeastern Association of Railroad and Utilities Commissioners, composed of the Public Service Commission, of The State of Alabama, the Railroad Commission of the State of Florida, The Public Service Com-

mission of the State of Georgia, The Public Service Commission of the State of Mississippi, The Utilities Commission of the State of North Carolina, The Public Service Commission of the State of South Carolina, and the Railroad and Utilities Commission of the State of Tennessee, and the Public Service Commission of the State of Louisiana, and respectfully petition the Court for permission to intervene herein and have the right to appear and be made parties to this case and to be represented before the Court by counsel and as grounds therefore respectfully state:

(1) That these petitioners are duly constituted statutory bodies of the sovereign states which they represent, and were parties in interest to the proceeding before the Interstate Commerce Commission wherein the orders complained of in the petition herein were entered and are among the [fol. 1358] parties in whose favors the said orders were entered by the Interstate Commerce Commission, and represent shippers and receivers of freight, in their respective states transported by railroad upon which rates affected by the orders sought to be enjoined are charged.

(2) That irreparable injury will result to these parties and to the citizens and shippers in their respective states if the orders of the Interstate Commerce Commission herein sought to be enjoined and set aside are so enjoined and so set aside.

(3) That by the decision of the Interstate Commerce Commission in the proceeding wherein said orders were entered the said Interstate Commerce Commission found that the class rates and charges being assessed and collected from the shippers within the herein enumerated states, are unreasonable and unjustly discriminatory in violation of the Interstate Commerce Act and the orders issued by said Interstate Commerce Commission were issued for the purpose of relieving the said shippers within said various states of the burden of paying unreasonable and unjust discriminatory class rates.

(4) That by reason of the foregoing facts these petitioners are proper parties to be permitted to intervene as defendants herein and are parties in interest in this proceeding.

[fol. 1359] Wherefore, before named petitioners respectfully pray the Court for an order permitting them to intervene as defendants herein in support of the orders of the Interstate Commerce Commission and in support of the defendant herein and to be treated as parties hereto.

Respectfully prayed, Southeastern Association of Railroad and Utilities Commissioners, by Walter R. McDonald, President. Robert F. Park, of Counsel. Lewis W. ——, of Counsel.

[fol. 1360] DISTRICT COURT OF THE UNITED STATES

Civil No. 2337

[Title omitted]

ANSWER OF SOUTHEASTERN ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS—Filed February 18, 1946

Come now the above named defendants, heretofore by leave of Court permitted to intervene herein, and answer as follows:

(1) These defendants adopt as their Answer herein the Answers heretofore filed herein by the Western States and the Southern States.

Wherefore, having fully answered, these defendants pray that the interlocutory injunction heretofore issued herein be dissolved, and that the action be dismissed at plaintiffs' costs.

Southeastern Association of Railroad and Utilities Commissioners, by Walter R. McDonald, President, by Robert F. Park, of Counsel, by Lewis W. ——, of Counsel.

[fol. 1361] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

ORDER OF CONSOLIDATION—Filed February 18, 1946

The motion of The Atchison, Topeka and Santa Fe Railway Company, et al., plaintiffs by intervention in the first above entitled cause, and parties plaintiff in the second above entitled cause, having come on to be heard on the affidavit filed herein and on the pleadings in said causes, and the Court being fully advised in the premises, It is hereby ordered:

That the above entitled causes be and they are hereby consolidated into one action in this Court; and

That the orders and proceedings heretofore had in said causes respectively are hereby made orders and proceedings in this consolidated cause; and

[fol. 1362] That the consolidated cause proceed under the title of "The States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin, and The Commonwealth of Pennsylvania, Plaintiffs, vs. The United States of America, Defendant, Civil No. 2311 and Civil No. 2337, Consolidated Cause."

Enter:

Harrie B. Chase, U. S. Circuit Court Judge. Jno. C. Knox, U. S. District Court Judge. Stephen W. Brennan, U. S. District Court Judge.

[fol. 1363] IN THE UNITED STATES DISTRICT COURT

MINUTES OF HEARING

February 18, 1946

Mr. Hart: If it please the Court: I would like to move the admission of the following attorneys who were not noted for the record at the last hearing:

Mr. Douglas Smith of Chicago; Mr. D. Robert Thomas Jr. of Chicago; Mr. C. B. Bee of Oklahoma City; Mr. James

Noel of Austin, Texas; Honorable Harry Jenkins, Attorney General of Ohio; Mrs. J. C. Murray of Little Rock, Arkansas.

Justice Chase: Well they will be admitted for the purpose of this case.

Mr. Hart: Yes Your Honor. And Mr. Neal E. Williams of Fargo, North Dakota.

Justice Chase: Yes.

Mr. McCollister: May it please the Court: I believe the first order of business is a stipulation by all parties on the record that the Court may sit here in New York for the purpose of this record. For the Plaintiffs we so stipulate.

Mr. Miller: The Government so stipulates. We represent the Government. I am Edward Miller, and my Associate with me and we are Special Assistants to the Attorney General.

Justice Chase: Do all the parties here represent also stipulate to this effect?

Mr. Knowlton: Yes Your Honor.

Mr. Gray: For the Western Railroads we so stipulate.

Justice Chase: Is there any objection on the part of anybody?

(No response.)

There is none.

[fol. 1364] Mr. McCollester: I believe, if the Court please, that there are some preliminary matters that ought to be taken up, such as the consolidation of the Western Railroads case and some interventions which I do not know whether they have been allowed by order of the Court. So far as the Plaintiffs are concerned we have no objection to the interventions that have been so far presented, or at least of which we have been served notice.

Mr. Douglas Smith: May it please the Court: I appear for the Western Railroads. We recently filed in the Court at Utica a petition asking this Court to set aside order of the Interstate Commerce Commission which was also attacked in the petition of the Northern States. We were directed to present that petition which has been filed and the motion which we filed concurrently with it to consolidate that case with the case of the Northern States at this time. That motion has been filed with the Court, as I understand it. I have submitted the proposed order of consolidation

to the attorney for the Government and to Mr. Norman who represents the Southern interests and they are satisfied with the form of that order. I am not sure whether Mr. Knowlton has had an opportunity to examine it or not.

Mr. Knowlton: I have, and it is satisfactory.

Mr. Smith: The order that I have here is in satisfactory form to those interested and those are the only interests thus far who have been consulted on the terms of the order.

[fol. 1365] Justice Chase: The motion is granted and the order will be made.

Mr. Smith: Your Honor I take it that it is understood that the Western lines case will proceed with the trial of this case of the Northern States inasmuch as they are all consolidated.

Justice Chase: That is right.

Mr. Miller: This is a new case that has been consolidated and may I ask leave that it be filed at this time?

(Handing papers to the Clerk of the Court.)

Justice Chase: It may be filed.

Mr. Knowlton: May I file an intervention and answer for the Commission in this case?

Justice Chase: Yes Mr. Knowlton.

Mr. Norman: If Your Honor please: May I file an answer for the Southern States and the Southern Governors Conference? I have not prepared a petition for intervention. I assumed with consolidation that it was not necessary in view of the language of that order. I think that is true.

[fol. 1366] Mr. McCollester: If it please the Court; Not being sure whether the effects of the consolidation is to make all the parties to one case party to the other, and from the purpose of protecting the rights of the Plaintiff states, or some of them, in the event that is not the situation, so that we may be participants in the western case, I have here a petition for leave to intervene in the Western Railroads case on behalf of the states of New York and Ohio. We are filing it for those states only simply because the Attorney General for Ohio is here and I am here and we are in a position therefore to sign a petition.

I think that these states intervening it will protect whatever rights the states may have because of the fact that there are two suits here, so I should like to file this petition for leave to intervene.

We dropped the allegations of the complaint of the Western Railroads except the allegation that the rates are consistatory, which is a matter which doesn't concern the states.

Justice Chase: Yes.

Mr. McCollester: I have here an order granting the motion to intervene.

Mr. McDonald: Walter McDonald, Chairman of the Georgia Public Service Commission.

Justice Chase: Just a minute. This motion Mr. McCollester just made is granted and the order will be entered.

[fol. 1367] Mr. Gray: If the Court please: On behalf of the States of Arkansas, Kansas and other states, and various State Commissions as shown on the petition, I am filing a petition for leave to intervene in the new case that has been filed by the railroad, the Western Railroad, Civil Number 2337, and also an answer, and I ask permission to file this petition for leave to intervene and to file the answer.

Justice Chase: That may be done. The motion is granted

Mr. McDonald: If Your Honors please: This is Walter McDonald, Chairman of the Public Service Commission appearing for the Public Service Commissions of the Southeastern Association of Railroad and Utility Commissions made up of Alabama, Florida, Georgia, North and South Carolina, Tennessee, Mississippi and Louisiana is also a part of our Association. I was under the impression that Mr. Norman's petition, who represents the Governors, included the State Commissions, and I find it does not. I ask leave to prepare during the day and file the petition on behalf of the Southern States Commissions.

Justice Chase: Yes, you may have permission to do that. You will file it during the day?

Mr. McDonald: Yes.

Mr. Foley: If the Court please: I have prepared a petition for intervention comparable to Mr. McCollester's on behalf of the New England Governors. That petition was expected to be here this, at this point, and I expect it any [fol. 1368] moment this morning. But I should like to have a corresponding petition as Mr. McCollester's allowed, as of the time when it comes.

Justice Chase: It may be allowed and when it comes you may file it.

Mr. McCollester: May it please the Court: For the Plaintiffs in number 2311, I assume it is in order for us now to

proceed with such evidence as we have to present to the Court.

First of all I have had correspondence with Counsel for the United States and for the Interstate Commerce Commission who have agreed to save us from bringing in witnesses from all of the Plaintiff states to present proof that the States are themselves shippers and receivers of freight and that fact may be stipulated upon the record. Is that correct?

Mr. Miller: It is agreed.

Mr. McCollester: Lest also there may be no point made of this, and I think there is no point made of this because I think the fact is admitted by the answers of the Defendants, but so that the record may be perfectly clear, would Counsel be willing to stipulate that the Plaintiffs case are duly incorporated states and that through their Attorney General they have power to bring the suit.

Mr. Miller: I don't think there will be any question about that.

[fol. 1369] Mr. McCollester: This brings me to the point as to the evidence that we are going to put before the Court as to the record before the Interstate Commerce Commission. That record is between my office and this Courtroom and I don't know where.

Justice Chase: Let us hope it will get here.

Mr. McCollester: There is a truckman on the way and I warn the Court that it is a large box.

Justice Chase: All right.

Mr. McCollester: We also intend to present to the Court documents to bring the record down to date in the form of tariffs of railroads in official territory, the application which they made to the Commission, and copies of the Commission's order permitting them to file their tariffs deferring the increased rates that were ordered by the Commission following up this interlocutory injunction. These tariffs and other documents are also in the hands of the truckman, so that I can't present them to you physically, but that will constitute the evidence for the application before this Court and if and when that evidence is actually here, it will be in order to proceed with argument, but I know that the plaintiffs in the other case have evidence to offer and I would like to inquire of the Court whether the Court [fol. 1370] prefers to have all of the evidence in both cases received before we take up argument in Case 2311 before evidence is taken in the other case.

Justice Chase: He can go ahead with the argument.

Mr. Knowlton: May I ask Mr. McCollester. He included the petition of the Western Carriers prior to the particular conference in support of the L. C. L. traffic study. I went over that evidence and it was stipulated, as I understand it in the record.

Prior to objecting, the Commission issued orders for traffic studies. Although all of them didn't come in, the Western Railroads prepared those traffic studies on which certain L. C. L. evidence had been developed and that at Commissioner Acheson's inquiry at one of the hearings, he asked if that would be satisfactory to put that in the record. I don't think there was response from everybody but it stayed on the record as I understand it.

Justice Chase: In your view of it it was virtually made a part of the record?

Mr. Knowlton: Yes sir. Certainly a great deal of evidence has been based on it without any objection.

Justice Chase: Is there any objection to that?

Mr. Smith: I am sorry, but I don't quite grasp what it is Mr. Knowlton is referring to.

[fol. 1371] Mr. Norman: The affidavits that were filed on the motion for interlocutory judgment injunction, as I understand it were directed only to that motion and are not to be considered as evidence in this case on trial here, am I correct in that?

Justice Chase: Well I don't know.

Mr. Norman: At any rate I would like to move that they be stricken from the record insofar as consideration of this motion for a permanent injunction.

Justice Chase: Is there any objection to that?

Mr. McCollester: Well if Your Honors please so far as the affidavits that we presented are concerned I think they should not be stricken from the record, as Mr. Miller suggested, because they should be in the record as foundation for Your Honor's interlocutory injunction. We do not rely upon them so far as their application for permanent injunction is concerned.

Mr. Norman: That is satisfactory to us.

Justice Chase: Do you have any further evidence you wish to introduce other than that you introduced this morning?

Mr. McCollester: May it please the Court: We have now ready to hand into the good custody of the Clerk a chest, and I think the keys are attached; if not, we will turn the

keys over to the Clerk, which contains the minutes of all the hearings before the Commission in which testimony was taken, together with all exhibits filed with the Commission, all of them certified by the Secretary of the Commission, [fol. 1372] tied up in beautiful bundles by him with lovely seals attached to his certificate. We offer that box of documents as the record before the Commission. It is complete I think as to the evidence upon which the Commission could reach its decision, except for certain other documents from the Commission's files and reports made to it by the railroad and compiled by the Commission which by stipulation at the oral argument before the Commission were made part of the record to the extent that it was stipulated that the Commission and the parties would refer to any of the statistics in these documents. We have had those documents, after great difficulty, and we have gotten copies of them and have had them certified by the Commission and they are in the hands of the American Railway Express, shipped out of Washington sometime ago but have not been found, but we will present them to the Court as soon as they appear here. I think Mr. Knowlton knows all about that, and the certification of them, and I think that with those documents there will be before the Court all of the evidence which the Commission has before it upon which it could rely in making the orders that are involved in this case.

Then I would like to offer, and my opponents said they would not require certification, or not question the authenticity, I would like to offer a bundle of tariffs of the railroads, this being all of the tariffs issued by Agent Curlette, [fol. 1373] who is agent for the railroad in Official territory, and they represent all tariffs in which, first, the railroads undertook to comply with the Commission's orders, and then the tariffs by which they complied with your interlocutory injunction, deferring the effective date of the orders. Also in this bundle as a part of the technical tariff story, are the applications, or I think it is one application, made by the railroads in Official territory to the Commission for authority to file their tariffs postponing the rates, —the statutory requiring thirty days notice and they had filed on less notice, because there was not thirty days between your interlocutory judgment and January 1 when the tariffs would have been effective; also copy of the Com-

mission's order granting that permission. I think this bundle might be marked as one exhibit.

Justice Chase: All right.

(Bundle of tariffs marked Exhibit Number 4 of this date.)

[fol. 1374] Mr. McCollester: I would like to say, if the Court please, so far as concerns the document that Mr. Knowlton presented this morning, which is similarly certified by the Commission in the same way that the contents of the box has been certified, it is understood that is to be included in the box. I hope if the other documents arrive that they will fit into the box. I may say, if it meets with your approval, I would suggest that the box as a whole with its contents be marked as one exhibit which will then embrace all the records before the Commission.

Justice Chase: That will be a very good way of doing it. Then there should be a record made of the contents.

Mr. McCollester: We will undertake to do that. As a matter of fact there is no record of the entire contents, but the certificates which the Commission's Secretary has attached to each bundle lists the contents of the bundle, but we will make a list of the entire box. Briefly it contains all of the testimony taken on every hearing at which testimony was taken; all the exhibits offered and the material incorporated into the record both before and after the hearing.

Justice Chase: Are there any objections?

Mr. Miller: I don't know whether I missed the actual offer of these charts. Mr. McCollester took that up with us, as to whether we would insist that they be certified. I said we would not if he said what they purported to be.

I took the position at that time, and will take it again, [fol. 1375] that if any of these tariffs have been filed since the date of the Commission's order are relevant here, it seems to me to be inappropriate to take out one agent's chart and file that. I don't know whether Counsel is going to use anything in here as part of the Plaintiff's case. The Plaintiff is attacking four rates, not on his, but those in the South and West. It seems to me if these are relevant at all they all ought to be in, for whatever value they have. I object to the offer of just these.

Mr. McCollester: I have no objection to Counsel for the Government offering all the rest of the tariffs. I think the

fact that we have not offered all of them, but only offered those that affect our territory, doesn't affect the admissibility of what we have offered.

Mr. Miller: The Plaintiffs not only attack the rates in their territory but offer the rates in the other territories.

Justice Chase: Yes, of course, but they have, if they don't want to put them into evidence, I don't think it makes any difference.

Mr. Miller: Of course we would like to save our point by not presenting any new evidence on this point. But I want to get it absolutely clear in my mind as to whether in this box that contains the records before the Commission.

Justice Chase: You have been told what it is, and I am fully sure that we can accept that statement as true.

[fol. 1376] Mr. Miller: I don't question that, but I want to inquire whether there are any pleadings in this box which are part of the record before the Commission; a motion for reconsideration which are relied on by these Plaintiffs and the other pleadings filed there.

Mr. McCollester: There are no pleadings in there because insofar as we relied on pleadings, we stated them, I think, in the petition.

Mr. Miller: They were excerpts. We didn't question the things that were in there.

Mr. McCollester: We in our petition, we quoted our entire petition for reconsideration; the entire petition for reconsideration of the Central territory states; and the Commission's orders. I think all of the pleadings that were in existence at the time the petition was filed are set forth in the petition and have been admitted.

Mr. Norman: You didn't file my response to your pleading; did you?

Mr. McCollester: I guess we didn't. I would be glad to have that go in Mr. Norman.

Mr. Miller: I am not objecting to this at all, but I want to make all of this clear. It is our understanding that unless the whole record which was before the Commission is offered in this Court, then no attack can properly be made in the findings of the Commission.

Justice Chase: You may be right about that, but even so that is perhaps the responsibility of the Plaintiffs.

Mr. Miller: That is very true, Your Honor.

[fol. 1377] Justice Chase: So, we will admit what has been offered.

Mr. McCollester: I would like to say, if I may, your Honor says it is the responsibility of the plaintiffs. If the defense would indicate anything that they consider pleadings or part of the record which is not embraced in the orders of the Commission instituting the investigation, the stenographic minutes of hearings before the Commission at which testimony was taken, all exhibits presented to the Commission and received in evidence by it, and documents in the Commission's files that were made part of the record by stipulation. If there is anything else that is part of the record on which the Commission was entitled to act, I would be glad to have counsel furnish them.

Justice Chase: Perhaps Mr. McCollester is under the impression that he has everything and I am sure that he wants everything in just as you do.

If there is any question that can be resolved overnight, perhaps by seeing what is in the box, and then we will know what they are talking about. We don't think, any of us, that there is anything that should be there that is not there.

Mr. Miller: I am referring to the pleadings which Mr. McCollester admits aren't there.

[fol. 1378] Mr. McCollester: I want to be very sure, Your Honor, that we are not confronted at a later date with an argument that the entire record, whatever it may be, is not before the Court, because it is our intention to put the proper and entire record before the Court.

Justice Chase: This sort of stuff doesn't appeal to me. It is either there or not. Now, if you have any question of doubt, any objection as to this record, as to its insufficiency, we expect to make that known by tomorrow or the next day.

Mr. Miller: I have no objection. I am perfectly clear what is there, but I say that we don't think the record is complete without the pleadings.

Mr. McCollester: Then I ask Counsel for the Government to offer a list and name those things which he considers part of the record before the Commission.

Mr. Miller: All the pleadings and the responses.

Justice Chase: Well, we will admit the pleadings and then that will be understood. Is everybody satisfied that the record has been received?

Mr. McCollester: And, may I say, Your Honor, the Commission's rule books have a somewhat strange definition of the word "pleadings", which I think Mr. Norman will agree with.

Mr. Norman: After reading your petition, I certainly do. [fol. 1379] Mr. McCollester: I don't think we want all the pleadings in that sense. Maybe we can get together on that.

Justice Chase: I think you can. I am quite concerned to have everybody satisfied with the entire record, that the entire record is there. I don't want it without the entire record. I don't know what the entire record is.

Now, lest there be any misunderstanding later, I would very much dislike having a question made by anybody later on the ground that the record was not complete. I would like to have everybody understand that this Court wants any party who feels this record is not complete to say so in a timely way so that can be made complete.

Mr. Miller: The petition for reopening and the answers are the only ones, and if Mr. McCollester will supply those, we will have no objection as to the completeness of the record.

Mr. McCollester: May I suggest that those documents in the possession of the Interstate Commerce Commission are not in our possession. We will do what we can to have them furnished. The Commission has the docket and we do not.

Justice Chase: I would make this suggestion that, out of court you two have a conference and then decide upon [fol. 1380] it. If you can't come to a conclusion, let us know.

Mr. Miller: I don't think we will have a bit of trouble.

. . . . . .

[fol. 1381] adequate criterion to present conditions.

That was a different era.

Thank you.

May I just say this, if your Honor please; I have talked with Mr. Miller for the purpose of seeing that the record is made complete. Now, I want to say that of course, we are not the plaintiffs in the Western case. I am only concerned that there shall be before the Court the complete record here, what Government counsel will agree is the complete record upon which the Commission made the

orders here. We propose to put before the Court the complete record and I want to have it that way. I have here the petition of the respondents for a reopening and reconsideration. Mr. Miller tells me if that is put with the contents of that box he will agree that the box contains the complete record before the Commission. Is that correct?

Mr. Miller: That is the only thing I believe, if the Court please, that is missing. The petition for reconsideration in this case and of the intervening New England States in this case. Their petitions, I think, are attached as exhibits to their petitions. I assume they are part of the record and in evidence. That means that all the papers [fol. 1382] are in this record.

Mr. McCollester: May that be understood that the petitions as well as the Commission's orders and Commission's reports, which are included in our petition and are admitted by the answers of the defendants, are part of the record as if they were, or as if they were certified and offered here again separately?

I assume you don't want——

Justice Chase: Is that agreed to by everybody?

Mr. Norman: If the Court please: I am perfectly willing that they be made a part of the record as evidence of what they contain, but as evidence—but not as evidence to be considered in this case.

Justice Chase: Well, we are concerned now primarily with getting the record complete. It may be understood that it is complete in this case by everybody with the addition of those documents which Mr. McCollester offers.

Mr Miller: This is agreed to by us.

Mr. McCollester: The copy I have is not certified.

Justice Chase: Apparently this would be a good time to stop.

Adjournment taken at 12:45 P. M. to 2:00 P. M. of the same date and at the same place.

* * * * * * *

[fol. 1383] Mr. McCollester: Before the Government begins, there is one point about the state of the record that I think ought to be cleared up. First of all I do not find that the exhibit marked number 4 for identification, which

is the bundle of tariffs, has been marked in evidence. May it be marked in evidence?

Justice Chase: It may be.

(Bundle of tariffs previously marked for identification received in evidence as Exhibit Number 4 of this date.)

Mr. McCollester: In the second place, the large box, which is the record before the Commission, has not been given a number because its contents have not yet been completed. But it seems to me it might be appropriate to give it a number and we may have it received on the understanding that when the American Railway Express delivers the documents they will be put therein.

Justice Chase: That may be done, and we still give it the next number.

(Large box containing records before the Commission marked Exhibit Number 5 for identification of this date.)

Mr. McCollester: Then it is in evidence?

Justice Chase: It is.

(Large box containing records received in evidence as Exhibit Number 5 of this date.)

[fol. 1384] Justice Chase: Is there any objection to the proposed order? (No response) There being no objection, the order is granted.

[fol. 1385] Mr. McCollester: May it please the Court, before I begin my argument, I would like to mention once more, because this may be the last occasion, the matter of the box containing the record before the Commission. We [fol. 1386] are preparing a list of the contents of that box for convenience, if anybody so desires, but in so doing it has been discovered that for some reason in transit between the Commission's office in Washington and my office in New York, one set of five exhibits that were sent down to Washington, so far as we know because we checked them when we sent them down, were not certified and sent back. Those are exhibits number 71 to 76. I guess that is 6 exhibits, 71 to 76 inclusive.

I have here, and with the consent of other Counsel, will insert my own copies of those exhibits which are not certified, but I will say that they are copies of the exhibits as filed at that time, and that will in that may make the record complete on that point.

Mr. Miller: That is entirely agreeable to us, Your Honor.

[fol. 1387] IN UNITED STATES DISTRICT COURT

STATEMENT OF EVIDENCE

Justice Chase: I understand that the Counsel for the Western Railroads has some evidence to offer at this time.

Mr. Smith: Yes, Your Honor.

Justice Chase: It will save time to go ahead with that.

Mr. Smith: I will call Mr. L. R. Capron.

LAWRENCE R. CAPRON, called as a witness and being sworn testified as follows:

Direct examination.

By Mr. Smith:

Q. Please state your full name residence and occupation.

A. Lawrence R. Capron, Evanston, Illinois; Vice-President of the Burlington Lines.

Mr. Miller: May it please the Court; The Government is going to object to the introduction of any evidence at this time. We think under the cases it is clearly inappropriate and I would like to be heard on the subject.

I think the law is fairly well settled that new evidence cannot appropriately be offered in a proceeding of this kind to review the order of the Commission. I do not think it will be necessary for me to go into it at length, but in the Tagg case, 280 U. S. the Supreme Court said that a "Proceeding under Section 316 of the Packers and Stockyards Act is a judicial review, not a trial *de novo*. The validity of an order of the Secretary, like that of an order of the [fol. 1388] Interstate Commerce Commission, must be determined upon the record of the proceedings before him—his findings must be accepted by the Court as conclusive, if the evidence before him was legally sufficient to sustain them and there was no irregularity in the proceeding. To allow his findings to be attacked or supported in Court by new evidence would substitute the Court for the administrative tribunal as the rate making body.

In the L. and N. Case, 231 U. S. it was stated that the Commission would become a mere instrument for the purpose of taking testimony to be submitted to the Court for their adjudication.

I do not think there is much dispute about that being the general proposition of law. In the National Broadcasting case, as late as 319 U. S. the Court said "Trial *de novo* of the matter heard by the Commission and dealt with in its report would have been improper." That was stated in litigating the question as to whether it would be appropriate to allow other evidence to be introduced.

Now there is another question in this case which makes it particularly, I believe, clear that no evidence should be introduced by the Western Carriers who here are trying to introduce it. There were motions for re-opening and re-[fol. 1389] consideration filed before the Commission by the Western Carriers in this case. There was no offer at that time to introduce any new evidence before the Court to aid it in reaching its decision. In that petition filed by those Western Carriers now seeking to introduce evidence this statement is made: There is no necessity for rehearing in this proceeding as long as the issues are restricted to the territory originally involved.

In other words where evidence is withheld from the Commission which is deemed vital to the issues of confiscation or any other issue it cannot be re-presented to the Court in the first instance like this.

Then there is another point I think that is absolutely decisive in this matter and that is the question on the way the confiscation is claimed which I assume from advice of Counsel is the matter on which they are offering this evidence. If I am wrong, correct me on the subject. Confiscation allegations are made attacking the order of the Commission and are subject to very strict rules. It is true there is a better chance of getting in evidence in confiscation cases in this kind of proceeding than anything else. I think the waiver, or whatever you may call it, of the position taken by these carriers before the Commission has to be decisive in this case, but there is another doctrine [fol. 1390] which would take this out of this class on the basis of allegations made. That is, they have alleged confiscation collectively by this group of carriers. There are two cases that squarely hold that the Court cannot hear evidence on the subject of confiscation when the allegation is a collective allegation that it will cause the joint Plaintiffs to be in a position where it will be confiscatory, that it will cost this carrier so much, Furthermore, it hasn't alleged a direct confiscation.

Now the Aetna Insurance case, 275 U. S. is one of the cases I speak of on the subject of collective allegation. There the Supreme Court said: "It has never been and cannot reasonably be held that State-made rates violate the 14th Amendment merely because the aggregate collections are not sufficient to yield a reasonable profit or just compensation to all companies that happen to be engaged in the affected business."

To the same effect in the Beaumont, Sour Lake and Western Railway case, 282 U. S. where the Court again pointed out that it is the impact of rates on a particular company, a particular plaintiff involved and it cannot be any charge that all the railroads in the area or all the companies engaged in a particular business, that the rates [fol. 1391] would be consistatory; obviously they are not all in the same situation. The cases hold that in confiscation the basis for the introduction of evidence has to be followed and have to state the facts on which the confiscation allegation is premised. In this case there is no such statement. There is reference on the report of the Commission that it will cost the railroad a certain number of dollars and that is all there is in the way of such an allegation.

On the subject of confiscation we expect to present to the Court the merit in a confiscation argument which I do not think would be appropriate here at this time on the preliminary question. However, there is a serious practical question about introducing new evidence at this time on confiscation. This case is a rate case. I might say that the principal matters which are the subject of testimony before the Commission, were rates and costs and revenues and rates of return, as are quite natural in the rate case. These L. C. L.,—less carload lots—on which evidence of confiscation was based represent only a small part of the traffic involved here. It is under two per cent of the traffic. A good deal of that traffic is not class rate. There is every reason I think for Counsel for the Government to file with this Court objections as to taking any new evidence at this time. It will require elaborate evi- [fol. 1392] dence on the whole subject of rates and spread of the rate burden and on the question of costs. There were dozens and dozens of witnesses and thousands of pages of testimony in this record on the subject of costs, rates and revenues, and all of these matters will have to

be gone into I am afraid if the subject is opened up in this court/

We submit that the law is entirely clear that this should be a judicial review on narrow grounds, and not a trial *de novo*. If the whole question of rates is opened at this time this would be a matter that would take weeks or months. I am not suggesting that as a reason why the Plaintiffs shouldn't introduce the evidence, but I think they have to make an extremely clear showing that this matter should be gone into.

We submit that evidence should not be received at this time.

[fol. 1393] Mr. Knowlton: I just want to add that, I want to concur in everything that Mr. Miller said, but in addition I want to point out that it is a very general thing, complaints against the Commission's order through general allegations of confiscation. And the decisions held, the Aetna case, and various others that the allegations, not only the showing but the allegations of the complaint must be sufficiently specific to show and indicate what the proof is and what will be called for.

These allegations here are general. That Mr. Miller says. And are predicated largely on cost study of Dr. Edwards which showed that except this L.C.L. and except the South was carried at a loss. But as explained, the Commission's supplemental report, these were L.C.L. traffic figures for all and not just first class handled traffic, and I think they also include what they called these exception rates.

It is also true that the Commission allows and expects these carriers under this order to work out economics in many ways. All that has nothing to do with this showing of cost and it doesn't show just what Mr. Smith says in his complaint does show. But mainly I want to emphasize [fol. 1394] the allegations in order to warrant the Court in taking the evidence and exception to know that there will be some possibility of making specific showing.

Mr. Norman: If the Court please, counsel might better have all the points made before he replies. I would like to call to Your Honor's attention the allegations of the petition which reads as follows:

"The cost studies offered in evidence by the Commission and upon which the commission relied ordering reduction of plaintiff's rates, or that the rates prescribed by the

Commission, the cost study for the Commission show—" and then he concludes, saying, "It is thus established on the face of the reports that enforcement of the Commission's order will result in confiscation."

There is no allegation any place that the confiscation is a fact, only that it appears from the cost studies or appears from the Commission's award. There is no prayer that this Court find the rates confiscatory.

So counsel was not put on notice that there was going to be any claim here that in so far as it appears from what is already in the record that these rates are confiscatory or that any evidence was going to be offered to that effect.

[fol. 1395] Mr. Smith: If, as Mr. Norman says, they were not on notice, they have done very well on these arguments.

The report of the Interstate Commerce Commission is part of the record and before this Court. In this case there was one case—there was one cost study offered and it was offered by the Interstate Commerce Commission, or perhaps to be more technical I should say it was offered by the cost accountant of the Interstate Commerce Commission. That study was prepared by Dr. Edwards of the Interstate Commerce Commission, who is the Commissioner's chief cost analyst. It was rather a lengthy study and the Commission deals with it at great length in its report in this case and relies upon it and says that it relies upon it. It says that it feels that that cost study has such elements of accuracy as to warrant the Commission in relying upon it.

Now they analyze it at considerable length——

Justice Chase: Let me interrupt you for a moment please.

Mr. Smith: Yes.

Justice Chase: I don't know what you propose to introduce yet. But do you agree with that part of the question of confiscatory effect of the order changing the rates, that that evidence would be admissible?

Mr. Smith: Your Honor, I don't agree with that, but my [fol. 1396] disagreement with it is purely an academic one. I am only proposing to offer evidence going to the question of confiscation.

I might explain that by saying, as I understand the rule it has been observed in the courts from the beginning. It is this: We say where it is proposed in court to offer

evidence that was not placed before the administrative body, the question as to the admissibility of that evidence is offered and is for the sound discretion of the Court. But, however, where the evidence that is proposed to be offered because of the confiscation question, then it is the duty of the Court to hear it for the basis of its judicial determination which it must make apart from action taken by the Administrative body and by the Congress itself. The Court should hear that evidence in order to discharge its own duty on that point.

Now after analyzing it over considerable length these cost studies on less than carload traffic, and as the Court has in mind, that is the traffic that moves in quantities or weights which moves in less than a full carlo-d, and is commonly called in the railroad business less that carload [fol. 1397] traffic.

The Commission after referring to these cost studies and analyzing them says this:

[fol. 1398] "Such an analysis unmistakably reveals the fact that less than carload traffic generally of all of the parties is not bearing its proper share of the cost of transportation. In fact excluding wartime rating, it is not yielding on the average its out-of-pocket cost plus constant expense solely related to this traffic, plus the cost of collection and delivery in any territory except possibly in the South where the margin of difference between revenues in these expenses is slight".

After thus commenting on its own cost analysis and saying that in the East and the West the existing rates are not sufficient to cover the costs of handling the L.C.L. traffic, the Commission proceeding to establish the uniformity which it feels Congress required it to make, proceeds to increase the rates in the east and thus somewhat reduce the deficit there, and to reduce the rates in the West and thus to increase the deficit.

Now there is a case that Mr. Miller didn't refer to on the question of confiscation except rather tacitly he said he thought we had our better chance on the issue of confiscation to offer evidence. I take it he was referring to B. & O. vs. U. S. 298 U. S., beginning at page 349. In that case the Carriers moved before a three Judge Court to set [fol. 1399] aside an order of the Interstate Commerce Commission. They allege confiscation. The Government ob-

jected to the admission of that evidence and they were overruled in the District Court and the evidence was taken and the case went to the Supreme Court of the United States and they persisted in their objection so that the Supreme Court ruled on that point. The Supreme Court says this:

"A just compensation clause may not be evaded or impaired by any form of legislation against the objection of the owner or private property taken for public use, the Congress may not directly or through any legislative agency finally determine the amount that is safe-guarded to him by that clause. If as to the value of his property the owner accepts legislative or administrative determinations or challenges them merely upon the ground that they were not made in accordance with statutes governing a subordinate agency, no constitutional question arises."

Justice Chase: Please don't read at length.

Mr. Smith: I was not going to. I have four lines more.

(Continuing) "The due process clause assures a full hearing before the Court or other tribunal empowered to perform the judicial function involved. That includes the right to introduce evidence and have judicial findings based upon it."

[fol. 1400] Here is another sentence.

"No Act of Congress requires Carriers, in advance of suit to set aside divisions or other orders, to petition the Commission for re-hearing, repeal or modification" which is a very precise answer to one of the points raised by Mr. Miller.

And here are two sentences, if you please, and I shall be through with the case:

"Appellants appropriately invoked judicial power to obtain constitutional protection against the Commission's order. The District Court rightly held them entitled to introduce evidence in addition to that contained in the record before the Commission, and rightly proceeded, upon consideration of all the evidence, to make findings and, upon the bases of the facts that it found, to decide upon the Constitutional question".

Now the Government raises what it seems to me to be an extremely finespun point of pleading. They say that there is no individual allegation that refers to each of these petitioners. Now the intent of this petition, and if it is not clear,

I ask leave to amend it. The intent of this petition obviously is that every petitioner is saying on his own behalf and his own account every work that is in this petition. It seems to me a little bit extraordinary that after the Commission [fol. 1401] had relied upon a cost study which deals with the carriers as a group and based upon that cost of study they find the evidence sufficient to reduce the rates to each and every one of these petitioners, that then when the petitioners come in and allege on that very showing that confiscation has been experienced, then the suggestion is made there ought to be a showing with reference to each.

Now that goes to the merits of the question of compensation and not with the point that we are dealing with on this conjecture. But I do want to deal with its specifically. I want to call the Court's attention to the two allegations in this petition on this subject, of which Mr. Norman read one. The first one appears on page 14. This is page 17. It says:

"The Commission's reports and orders, exhibits 3, 4 and 5 are unlawful, are beyond the statutory power of the Commission, and beyond the power which it could exercise in accordance with the Constitution of the United States."

Every petitioner in this case is saying that to this Court.

And then after the other petition which Mr. Norman, the other paragraph which Mr. Norman referred to, this is the cost study and the order based on it which are before this [fol. 1402] Court. They are part of the evidence and we say that that portion of the evidence before the Court establishes a taking of a property for private purposes without just compensation and a deprivation of due process. Every petitioner says that.

[fol. 1403] I don't think that it is necessary, under the rules and procedure which we are following here, to seek the Court's leave in the light of this objection instanter to amend this petition and to amend our intervening petition in the Northern States case by inserting therein at some point the statement that all these allegations in the petition of intervention and in the petition here generally and severally made, and that is made on behalf of each petitioner, May I have that?

Justice Chase: Any objections?

Mr. Miller: If the Court please, I don't think it is as simple, quite as simple as that. In this case each carrier alleges that ——

In the L. & M. case where an allegation of confiscation was held insufficient to permit the introduction of the Commission's testimony.

These allegations have to be specific. They can't be general allegations, and it doesn't make it much better to make it a collective one, although the collective was won in two Supreme Court cases on that very point alone.

Mr. Smith: We are discussing the admissibility of evidence and my friends are judging the merits of confiscation, [fol. 1404] They said that they had no objection and they haven't asked for a bill of particulars. As a matter of fact they said that they didn't want one, and they know perfectly well what is involved here.

Justice Chase: You better get the pleadings straightened out first. You may have leave to amend as suggested. The sufficiency of amendment cannot be passed on now. Now, having given that leave to amend, is there anything that demands further attention?

Mr. Miller: I don't think so, Your Honor.

Justice Chase: Then we will treat the pleadings as though they were now amended as proposed. Is there anything more to be said on the question of the admissibility of the evidence?

Mr. Miller: I have just this one further thing to say. I think the only viewpoint that has been interjected is the B. & O. Case, and as I understand it, as I understand the B. & O. case, the Commission refused to receive evidence bearing on the question of confiscation. That obviously was a clear case where the reviewing court had power to file it. I don't have the B. & O. here. It was 574. I think it has all been touched upon in the other portions, but this case is so [fol. 1405] distinguishable, so clearly distinguishable that there is no question about it. Not only was there no evidence to introduce, but the plaintiffs said there was no more evidence to introduce, the record was as complete as they could make it. It doesn't seem fair to start presenting more witnesses, introducing more evidence, in one of the most complicated cases. This is one of these, this is one of the most complicated cases.

Mr. Smith: May I make one statement which I think I was remiss in telling to the Court. I think Mr. Miller might be apprehensive that the Court may object. This evidence that the Western Lines will offer should take on direct about one hour or maybe a little longer. It is such, that if the

Government undertakes to oppose it, but I think that they will not after they have heard it, I don't think that they would take over a half hour in that connection, if the Court would agree to hear me.

I would like to say something on the B. & O. case or, in reference to comment on the B. & O. case. In the first place, the Court made it very clear, as the statement read shows, that it doesn't make a particle of difference where the fair compensation provisions of the Constitution are invoked, [fol. 1406] whether there has been any offer to the Interstate Commerce Commission or not.

Now, of course, we don't know whether the Commission was going to confiscate our property before it made the decision. We discovered that afterward. We did go back on application for rehearing, and we did call to the Commission's attention the fact that they had confiscated our property. That was before the Commission. It was not necessary to do that under the decision of the B. & O. case.

Mr. Smith: Now, Mr. Miller has said that there has been a change in the trend of Supreme Court decisions, and that this was a 5 to 4 decision. What the Court divided on was this, essentially: In that case the Commission had fixed joint through rates. The carriers did not take that order to court; they accepted it, they effectuated it. Thereafter, the Commission, by order, fixed the divisions of these joint through rates, that is to *way*, it determined how much of those joint rates should go, that is, how much of the revenue should go to the Southern lines and how much to the Northern lines. It was after that second order, fixing the divisions that then the carriers came in and said that their property had been confiscated. Justice Brandeis took the [fol. 1407] position that they should have come in and made their application when the rates were fixed, because it was essentially the leveling of the rates which caused the contention. Now, that, I say, was essentially the bases for the application to the Court. It may be that Mr. Brandeis felt, under the circumstances that the evidence should not be received by the District Courts but the majority thought that it should have been.

Justice Chase: We are all agreed that the better way would be to take this evidence subject to a motion to strike, and we do that on your assurance that it won't take very long.

Mr. Smith: I have two witnesses. This is the shorter of the two. I don't think it would take over an hour or an hour and a half.

By Mr. Smith:

Q. Of what department——

Mr. Miller: Just one moment; excuse me. If the Court please, I don't know what this evidence is going to cover and I don't think we will be in a position to cross-examine the witness at this time, and I don't know whether we can [fol 1408] do it later, that is, if we can't cross-examine at the close of the direct examination.

Justice Chase: We will take care of that, Mr. Miller.

By Mr. Smith:

Q. Of what department of the Burlington are you head?

A. I have direct charge of the traffic department.

Q. What railroads comprise the so-called Burlington Lines?

A. The Chicago, Burlington, The Quincy Railroad, The Colorado and Southern Railway, The Fort Worth & Denver City Railway, and the Wichita Valley Railway.

Q. Are these lines operated as a system?

A. Yes.

Q. What is your railroad experience, what has been your railroad experience up to this time, briefly?

A. Why, I started with the Burlington Railroad in 1902, stayed with them one year, and then went to one of the parent lines of the Burlington, the Northern Pacific, in the traffic department of the Northern Pacific, for 34 years. In October of 1937, I came back to the Burlington as assistant vice-president, and I have been vice-president since November 1, 1938.

Q. What *was* your responsibilities or what are your responsibilities as chief traffic officer of the Burlington Lines?

A. I have charge of the freight and passenger traffic departments and the department of industry and agriculture.

[fol. 1409] Q. Now, in what states of the United States do the Burlington Lines operate?

A. Minnesota, Wisconsin, Illinois. Iowa, Missouri, South Dakota, Nebraska, Kansas, Montana, Wyoming, Colorado, New Mexico and Texas.

Q. Do the Burlington Lines operate in each of the three rate zones in Western territory affected here, the zones which are affected herein, namely Zones 1, 2 and 3?

A. It does.

Q. Does the Burlington handle class rate traffic, that is, both carload and less than carload freight?

A. Yes.

Q. What is less than carload traffic?

A. The less than carload traffic consists of individual packages or shipments of a quantity less than the required minimum weight for a full carload.

Q. Is that sometimes called merchandise traffic?

A. It is.

Q. And would you say that there are a few or many of these different kinds of items which are moved in the territory that you have referred to in less than carload quantities?

A. Yes.

Q. Can you characterize that for the benefit of the Court, as to whether many or few have moved in less than carload quantities?

[fol. 1410] A. Oh, a vast number of commodities, if I understand your question correctly, just myriads, just everything that is shipped, practically, moves at some time or other in less than carload quantities.

Q. Does all less than carload traffic move on class rates?

A. No, some moves on classification exception, and then there are some less than carload commodity rates.

Q. Well now, state, if you know, whether, with reference to that portion of the less than carload traffic to which you have just referred, that doesn't move on the class rates, whether or not that character of traffic is handled in the same cars and receives exactly the same service as the less than carload which moves on the class rates?

A. It is handled in the same car and equipment, and it is given the same service. Sometimes it moves in the same cars.

Q. Are you familiar with the experience of your road, and, generally, with that of the group of railroading operating in the same territory in respect to the carloading of less than carload traffic?

A. Yes, in a general way.

Q. I call your attention to the fact that the record in this proceeding before the Commission, and now before the

Court, shows that the average loading per car of less than carload traffic in the Western District for the year 1939 was 4.3 tons per car. Now, state, if you know, whether the [fol. 1411] average loading of that traffic for the Burlington and for the lines operating in the territory in which the Burlington operates do operate or did operate at that level in the years prior to 1939?

A. Yes, it was close to that range.

Q. And by "close" do you mean, within a half ton or a ton, or what do you mean by that, Mr. Capron?

A. Well, I would say in the period, 4, 5, 6 years prior to 1939, the individual averages of the principal Western lines, individual average carloading of so-called merchandise traffic ranged from about two tons to 4.8 tons.

Q. Now, the average loading of this type of traffic has been higher in previous years?

A. Yes, it had. I don't know just how much, I haven't the figures as to all traffic, but I know the Burlington's merchandise loading of recent years, the average was a little higher than that of some of the others, and going back to the peak year, which was 1929, the peak traffic year, the Burlington merchandise loading in that year was 7.2 tons. That is, 1929.

Q. Do you know the reasons for the decline in the part carload loading of L. C. L. traffic over those years, around 1929, we will say, down to the level of 4.3 tons, which was the average that Dr. Edwards found to exist in the test [fol. 1412] year of 1939? Do you know the reasons that caused that decline?

A. Yes.

Q. What were they, in brief?

A. Well, the principal reason was the large amount of that class of traffic which, of course, pays the highest rate in cents per hundred pounds, that was taken from the railroad by the trucks. Truck companies took away a very substantial amount of that tonnage. Then, in addition to that, in our efforts to meet that competition, we endeavored to speed up the handling of merchandise, and that meant that we set up schedules for merchandise cars and, thus, we would run those cars every day and not hold them for a full load or approximately a full load.

If you had a merchandise car set up and you had a thousand points, only had a thousand pounds for it, you would let it go on that day: whereas, in the old days, if we only

had a thousand pounds, we might hold it a day and wait until we got a little more tonnage, until we got more tonnage, before we let it go.

Then there is another matter that has had a very substantial effect on the merchandise loading, and that is the broadening of so-called carload mixture, broadening of mixtures of different items, that are permitted to move under the carload rate.

Additionally, we have, in recent years, established quite [fol. 1413] generally throughout the country, so-called commodity rates under which you could get a carload rate subject to a certain minimum and load everything and anything with a few exceptions, such as freight that would contaminate other freight, or explosives, things of that kind, with those few exceptions you could load almost anything into a carload and get the all-commodity rate that has been established.

Now, those rates, the proper mixtures and the all-commodity rates have been used by the so-called forwarding companies with the result that in recent years a very substantial source of what was formerly less than carload freight has been combined and shipped, combined by forwarders and large shippers and shipped as carloads, taken out of this less than carload classification. All of that has tended to reduce the average loading of our less than carload freight.

Mr. Smith: Now, Your Honors, I would like to make a statement to the Court at this juncture, before I ask the next question. I have called to the Court's attention the statement of the Commission with respect to its conclusion on L. C. L. traffic, that, excluding wartime loading, this traffic was not yielding its cost.

[fol. 1414] In 1942 the Director of the O. *P.* T., the Office of Defense Transportation, issued an order. It was his Order No. 1. It was issued, I think, in March. I have a copy in my hand, as reported by the Commerce Clearing House. I shall read, if I may, just one or two statements in that order.

"Section No. 500.2. Loading of cars," is this: "No carrier by railroad, on and after the effective date hereof, shall accept for shipment or forwarding, load or forward from the City or Town at which such car is originated, any rail-

way closed car containing less than ten tons of merchandise except:"

And then there were certain exceptions, which have not, however, proved in the aggregate to very much effect the carloading.

[fol. 1415] Mr. Smith: Well apparently it was necessary somewhat to push you and there was a change in loading to 3.2 tons, so the Director of Defense Transportation, Joseph B. Eastman, made this order:

"Between May 1, 1942 and July 1, 1942, a minimum load of six tons per car may be observed in lieu of the load of 10 tons per car otherwise required by sections 500.2 and 500.2A.

Between July 1, 1942 and September 1, 1942, a minimum load of eight tons per car may be observed instead of a minimum load of ten tons per car required under the provisions of Sections 500.2 and 500.2A."

In effect there was a graduation up to 10 tons rather than a precipitous rise to 10 tons.

Then the Director issued a public release at that time in which he called attention to the fact that during the year 1942 the Intercity Cars on the average contained approximately 5.3 tons. And he said that the peddler cars contained about one and one-half tons.

I thought the Court ought to have this in mind, and perhaps I should say to the Court that under Dr. Edwards costs and Mr. Nolton I am sure will not question this, that it makes some difference in Dr. Edwards costs as to the amount loaded in a car. It costs more to handle 4.3 tons [fol. 1416] than 10 tons. In this public release the Director of the O. D. T. said:

"I am not unmindful that the effect of this order may in some instances cause inconvenience to the carriers involved, including the railroads, the motor carriers and water carriers, and possibly also to the shippers of L. C. L. I rely on the patriotism of carriers and shippers who will be affected by this order to cooperate in the highest possible degree in making it effective even though it may temporarily appear adversely to affect them."

Now it was a war order and of course it was observed and the railroad held the cars until they obtained a loading of 10 tons. Now that order is still in effect. I am unable to say to the Court and I do not profess to know when that order will be withdrawn. It is still an outstanding order

of the O. D. T. Colonel Johnson, now the head of O. D. T., testified before the Appropriations Committee in connection with the deficiency appropriation Act of 1946 as late as February 6th, this month, and Colonel Johnson said: "You will recollect when I was here I not only told you that the O. D. T. would be through by the last of June, but by April, and perhaps by March. All of these railroad people would be through. I ask also that I be allowed to keep 40 Service Agents in the I. C. C. I am still hoping that [fol. 1417] we may be able to disband the railroad part of O. D. T. by the last of June. I want enough money so if necessary I can keep the railroad part of O. D. T. running to June 30th, and the 40 Service Agents of I. C. C. through June." My understanding is that some additional appropriation was allowed to the O. D. T., and that indicates to me, rightly or wrongly, that the railroad part of O. D. T. is over at the end of June, but it will have some further activities perhaps in connection with trucks or some other activities.

By Mr. Smith:

Q. Mr. Capron, the Commission refers in its report to the order of Defense Transportation, issued in 1942, prescribing a minimum per car loading of less than carload traffic. Are you familiar with that order to which the Commission refers?

A. Yes sir.

Q. What was the result of that order of the Office of Defense Transportation on the less than carload loading per car?

A. Well it was an order that had to be complied with and its terms showed the result. It more than doubled what was the average loading per car in the early part of the year.

Q. Have you given consideration to the handling of L. *D*. L. traffic in competition with the trucks and the railroad with which you compete in the Western territory after the expiration of that order?

A. Yes sir, we have given a great deal of consideration to that.

Q. What if any conclusion have you reached as to the [fol. 1418] action which your road must take with reference to the per car loading of L. *D*. L. traffic?

A. We have decided that we will not only fight to return to pre-war practices that have been described but will

have to go even further in the way of putting on fast merchandise schedules and more so called through cars; that is, point to point cars of merchandise which do not stop at any place between the point of origin and the final destination to unload or pick up other merchandise. It is known in railroad parlance that it will mean a scheduling of additional through merchandise cars.

Q. What will be the effect of those operations that you say you will be obliged to use on the per car loading of merchandise traffic?

A. Well that will hold down the average load per car, necessarily.

Q. You have referred to the several factors which cause the drop in per car loading on the level which it attained in 1929 or thereabouts, to the 4.3 tons, which was the average loading in the days of say 1939. What would you say as to whether any of those factors would be absent or would operate with diminishing severity as soon as this O. D. T. order, or after the order had been revoked?

A. None. They will all be present in the period that is ahead of us after the expiration of the O. D. T. order, and it may well be that it will return with greater intensity than before.

Q. What is your judgment in the light of those factors as to how the loading after the withdrawal of this emergency [fol. 1419] order will compare with the 4.3 tons which represented the loading just prior to the war?

A. Well I don't believe; in fact I am sure we cannot count on anything very much in excess of that pre-war loading because if there should be a general pick-up in the volume, or put it another way, if the volume should be greater than that which we had in the prewar period, that is going to be offset to a considerable extent by these plans which we are making and which I know the Western lines are making, to speed up merchandise service and increase the number of through merchandise cars. It is admittedly possible that if we have prosperity that the average loading might overcome that factor which I have just mentioned and be slightly higher that that of the pre-war period, but certainly it would be not more than slightly higher.

Q. Well will you interpret that "slightly" as being a ton, or five tons, or one-half ton, or what is your best judgment about that?

A. Well I think five tons or maybe 5.1 or 5.2 would be about the best we would have any reason to hope for.

Q. Do you compete with some railroads in the Western District as well as with the trucks?

A. Yes sir.

Q. Can you state whether your rail competitors in the West will be in any different position in respect to this matter of operation of the Burlington, as you have stated?

A. They will not. They have the same competition to [fol. 1420] meet as the Burlington.

Mr. Smith: May I have an exhibit identified please?

(List of commodities, etc. marked Exhibit Number 1 for identification of this date.)

By Mr. Smith:

Q. Handing you exhibit 1 of the Western lines, for identification, which purports to be an extensive list of commodities, I ask you whether it correctly shows the items in the presently effective consolidated freight classification number 16, and supplements thereto, rated fourth class, column 55, less carload quantities in Western classification territory?

A. Mr. Smith did you complete your question? This statement shows,—the statement I have before me—shows the items rated fourth class in less than carloads on which no commodity or exception ratings apply.

Q. Yes Mr. Capron.

A. As I understood your question to me you made it all inclusive and didn't refer to that.

Q. I thought I drafted that question from this heading. I will take a look at it.

Let me ask you Mr. Capron if exhibit 1 for identification of the Western roads correctly shows the items in consolidated freight classification number 16, and supplements thereto, rated fourth class, column 55, less than car load quantities in Western classification on which no commodity or exception ratings apply?

A. It does.

Justice Chase: If this will be a convenient time, suppose [fol. 1421] we take a recess for ten minutes.

Mr. McCollester: May I inquire what the Court's pleasure is as far as hours?

Justice Chase: Judge Knox and I were just talking about this and we thought we would adjourn about one o'clock until two o'clock and sit until four or four-thirty, four-thirty perhaps.

The Clerk of the Court: This Court is in recess for ten minutes.

(Recess taken. Case resumed after recess same date and same place.)

By Mr. Smith:

Q. Mr. Capron, the transcript has gone and I am not sure whether I asked you whether or not it is true as stated in the caption of exhibit number 1 for identification that none of the items enumerated therein move on commodity or exception ratings but all are subject to the class basis move when they do?

A. That is true, to the best of my knowledge and belief. The statement has been carefully prepared and carefully checked.

Q. State if you know whether there is a substantial movement of a great many of these commodities in less than carload quantities on the basis of 55% of first class in Western trunkline and Southwestern territories.

A. There is.

Mr. Smith (To the Reporter): Will you mark this as an exhibit for identification.

(Chart marked Exhibit Number 2 for identification of this date.)

[fol. 1422] By Mr. Smith:

Q. Handing you exhibit for identification of the Western roads, number 2, which purports to be an extensive list of commodities, I ask you whether it correctly shows the items in the presently effective consolidated consolidation which are rate 3 class, column 70, on the less than carload commodities, on which any commodity or exception rates apply?

A. It does to the best of my knowledge and belief.

Q. Is it true, as the caption of the exhibit indicates, that none of the commodities move on a commodity or exception ratings without moving in less than carload ratings?

A. It is also true, to the best of my knowledge and belief.

Q. State whether you know there is a substantial movement of a great many of these commodities and less than carload quantities at prices of 70% in Southwestern territories?

A. There is.

Q. Is there any major railroad other than the Burlington which rely, the Burlington relies for its revenues exclusively on its operations both in Western trunklines and Southwestern territory, which is not now and had not been in receivership or bankruptcy for the last five years?

A. I know of no other major railroad operating in both territories that have not been in some sort of a receivership or bankruptcy proceeding within the past five years.

Mr. Smith: That concludes Mr. Capron's direct testimony.

Justice Chase: Are you prepared to cross examine him?

Mr. Miller: I wonder if we could reserve until after the [fol. 1423] noon recess.

Justice Chase: Yes you may.

Mr. Smith: You may step down Mr. Capron.

Mr. Norman: If Your Honor please: I think I could probably cross examine this witness if I be permitted.

Mr. Smith: It is with the pleasure of the Court.

Cross-examination.

By Mr. Norman:

Q. Mr. Capron, what percentage of less than carload traffic in the Western District and between the Western District and the other Districts moves at rates other than the class rates here involved?

Mr. Smith: Just a minute if you please. If Your Honors please, quite apart from the time element involved, which is not particularly important to me, that is objected to as not proper cross examination. This witness has been on the stand to testify, to three things: one to throw light on the question as to what this carloading is going to be in his opinion and as a result of his studies after this emergency order is withdrawn. That is one thing. He has testified also that there is a movement of traffic on these particular L. C. L. rates which we say are consistatory. It is not just an academic question that there is movement of traffic on these rates.

The third point he made in response to my question was [fol. 1424] that the railroad, that is the Burlington Railroad and a great number of railroads operating in those two territories, that the Burlington is the only major railroad which has escaped bankruptcy. That is the only road which relies exclusively on the revenues it must make in this territory.

I suggest that this question goes outside of the scope of any direct examination.

Mr. Norman: If the Court please, the witness has testified as to certain traffic that does move on these L. C. L. class rates. But the allegation here is that it appears on the face of the Commission's report that these rates are consistatory. Now it is important to know from the witness what L. C. L. traffic included in that statement by the Commission does not move as to the rates here involved.

Justice Chase: We think it is proper cross examination, but we are not disposed to go into that in great detail.

Mr. Norman: No, I am not Your Honor.

By Mr. Norman:

Q. Will the witness answer?

A. I am not sure that I understand what you are talking about. If I caught it correctly you are talking about something, some statement in the Commission's report and you want to know percentage.

Q. I am asking you if you know what percentage of less than carload traffic in your territory moves on rates other than class rates?

A. No.

Q. You have no idea about this?

A. I say I do not know.

Q. The rates that are established on articles and com- [fol. 1425] modities that are taken out of the classification are generally lower than the class rates; are they not?

A. Yes.

Q. The condition in this report admonished you to give consideration to raising those rates on less than carload traffic other than the class traffic. Haye you made any consideration, have you given any consideration to them?

Mr. Smith: That is objected to as incompetent.

Justice Chase: He may answer that.

The Witness: Yes.

By Mr. Norman:

Q. What have you done about it?

A. Well if I have to answer a question of that kind, the answer is that we didn't think we had a ghost of a show and the conditions that had existed up to now of getting any rates up. The O.P.A. and a few other people are opposed to such things.

Q. But that traffic is moving at rates less than those rates that you hear claim are consistatory; are they not, and moving in the same cars, and being handled in the same way?

Mr. Smith: Excuse me, but that is not what you asked of Mr. Capron. In order that the Court understand, I think Mr. Norman asked this: Whether or not those Commodities which move on exception and commodity rates take rates lower than the rates which are now in effect on the class traffic, and now he is suggesting that Mr. Capron has answered that those exception commodity rates are still lower than the rates, rates which the Commission has prescribed.

[fol. 1426] Mr. Norman: I will put it that way.

By Mr. Norman:

Q. Aren't those exception and commodity rates generally lower than present class rates reduced by ten per cent?

A. No.

Q. You think they are not?

A. I don't say that some of them are not, but certainly not generally.

Q. Have you given any consideration to how much your revenues on less than carload traffic would be increased if you brought all of your rates up to the level prescribed by the Commission?

A. Our revenues would be decreased.

Q. For what reason?

A. Loss of traffic under normal conditions, not today maybe, not the condition the trucks are in today. We made those rates to increase our tonnage.

Q. But you are voluntarily maintaining many rates on less than carload traffic which are lower than the rates you here claim are consistatory.

A. If you want to call it voluntarily you may.

Mr. Norman: That is all.

Justice Knox: Does the Acheson and Southern Pacific run through this same territory that you are speaking about?

The Witness: The Acheson runs through both territories, Southern Pacific runs into Southwestern territory.

Justice Knox: The Acheson has not been in receivership has it?

The Witness: No, it certainly has not. It certainly hasn't. I stand corrected there. I overlooked the Acheson.

Mr. Smith: You didn't overlook it in answer to my question Mr. Capron because the question was put to the witness [fol. 1427] whether or not there is any major railroad that relies for its revenues exclusively on its operations on these two territories, as a great many of course do.

The Witness: I have.

Mr. Smith: Which have not been in bankruptcy or receivership for the last five or ten years.

The Witness: That is right.

Justice Chase: Have you another witness?

Mr. Smith: Yes Your Honor. You may stand aside, Mr. Capron for the present.

Mr. Vivian.

GLENN F. VIVIAN, called as a witness and being duly sworn testified as follows:

Mr. Smith: The Western lines offer exhibits for identification 1 and 2, if you please, into evidence.

Mr. Miller: We object of course.

Justice Chase: Yes.

Mr. Miller: I don't suppose it is necessary to make an objection each time.

Justice Chase: That is the same objection. They are received.

(Documents previously marked for identification received in evidence as Exhibit Numbers 1 and 2 of this date.)

Mr. Smith: May I ask the Court what the practice is as to who has custody of the exhibits when they are admitted?

Justice Chase: I will inquire.

[fol. 1428] Justice Knox: The Clerk takes charge.

Direct examination.

By Mr. Smith:

Q. Please state your name and address.

A. Glenn F. Vivian, 516 N. Jackson Blvd., Chicago, Illinois.

Mr. Norman: What is the name?

Mr. McCollester: Vivian.

By Mr. Smith:

Q. What is your occupation?

A. I am Manager of the Statistical Bureau of the Western Lines, Chicago, Illinois.

Q. How long have you held that position?

A. Since 1937.

Q. Were you engaged in statistical work prior to that time?

A. I was. I was with the Milwaukee Railroad for 22 years.

Q. Engaged in that work?

A. Engaged in that work.

Q. What does the statistical bureau for Western lines—and what are your duties as manager?

A. The Bureau was organized in 1916 by the Western Railroads to prepare analytical statements of various kinds. My duty as manager is to prepare those statements.

Mr. Smith: Will you mark this for identification?

(Chart marked Exhibit Number 3 for identification of this date.)

Mr. Smith: May I place a copy of these, of this exhibit before the members of the Court.

Justice Chase: Yes.

By Mr. Smith:

Q. I believe you have in your hand, Mr. Vivian, the Plaintiff's exhibit 3 for identification. I will ask you if you prepared that exhibit?

A. I did.

[fol. 1429] Q. Who is Mr. Edwards who is referred to in the title of exhibit 1?

A. Dr. Ford K. Edwards, Head Cost analyst of the Interstate Commerce Commission.

Q. What is meant by the phrase "less than carload costs" in the title or caption of that exhibit?

A. The cost of moving less than carload quantities as determined by Dr. Edwards.

Q. Have you on this chart undertaken to picture a comparison between certain rates and certain costs bases?

A. I have.

Q. Will you look at the exhibit which you have in your hand, Mr. Vivian, and tell me whether the first un-numbered page refers to 55% in the caption?

A. It does.

Q. And does the second page which I shall refer to as page 2 refer to 70% in the caption in the same relative location?

A. It does.

Q. And does the third page refer in the second line of the caption to 10 tons per cost?

A. It does.

Q. Now turning to page 1 of exhibit 3 for identification, what does the solid black line on the exhibit represent?

A. The solid black line on the first page of the exhibit represents the fourth class scale of rates prescribed by the Interstate Commerce Commission with the interim order for zone 1 of Western trunkline territory.

Q. Referring to the form of that chart or economic set-up, will you explain what the horizontal and vertical distances mean?

A. Vertical distance- are cents per hundred weight and the horizontal is short line mileage.

Q. What does the broken line represent?

A. The broken black line represents 55% of the appendix 10 scale which has been prescribed by the Interstate [fol. 1430] Commerce Commission as just and reasonable for application to the territory from the Atlantic to the Rocky Mountains as embraced in the case, or a permanent basis.

Q. Do I correctly understand that the solid black line then represents the rate prescribed by the Commission in the interim order for application in zone 1 alone, but that the broken black line is a permanent rate found just unreasonable for this entire territory, west, east and south.

A. That is correct.

Q. Were you present at each of the hearings before the Commission in the class rate investigation of 1939 at which Dr. Edwards testified?

A. I was.

Q. Have you examined the exhibits in this record which were prepared by Dr. Edwards purporting to show the cost of transporting less than carload traffic in the Western territory?

A. I have.

Q. Referring to the solid red line, have you used Dr. Edwards' method of after figures in showing his cost basis for various points or distances?

A. I have.

Q. I call your attention to the Commission's statement at page 583 of its report, that the actual average rate of less than carload traffic in Western territory in the test year of 1939 was 4.3 tons, and ask you if on this exhibit you have depicted Dr. Edwards' cost basis for the average loading of 4.3 tons of less than carload traffic?

A. I have.

Q. What is the number of the Edwards' exhibit from which this information is derived?

A. Exhibit 13.

Q. What does the solid line represent?

A. The solid line represents Dr. Edwards' out-of-pocket [fol. 1431] cost based on 4.3 tons of L.C.L. freight moving in the Western territory with an allowance of 10% for security and 10% for pick-up and delivery service.

Q. Please explain the adjustment that you have made for the 10% security.

A. That Edwards recognizes in his study the security through the development of his costs because they are based on the operating movement which is usually longer than the short line mileage.

Q. Can you conveniently refer to the statement that Dr. Edwards made on that subject?

A. I can.

Mr. Smith: I wish you would read that answer back to Mr. Vivian, Mr. Reporter.

(The Reporter repeated the Answer.)

The Witness: As a consequence it is necessary to make an allowance for security.

By Mr. Smith:

Q. Now will you please refer to Mr. Edwards' statement on that subject?

A. At page 93 of exhibit number 12 of Dr. Edwards, he makes the following statement:

"The costs developed by the Bureau are based on the actual distance over which the traffic was handled. On the other hand mileage rate scales prescribed by the Interstate Commerce Commission are usually based on the short line mileage. This is the shortest distance over which the traffic can be moved without transfer of lading. If the actual distance exceeds the rate moving distance by 10%, the rate for any given freight line distance should be compared with the cost for a 10% greater margin. That is the rate for 100 miles should be compared with the cost computed for 110 miles."

[fol. 1432] Q. And that is what you have done in this solid red line?

A. That is correct.

Q. Now I will ask you if this is a statement in the report of the Commission that you referred to, on page 584: "Class rate traffic moves over routes which are probably 10% or more longer than the short line on which the class rate scales are based."

A. Yes, that is a quotation from the report that I had in mind.

Q. Now please explain the allowance which is reflected in the chart for pick-up and delivery service?

A. The pick-up and delivery expense of the Western territory, as found by Dr. Edwards, was divided by the tons of L.C.L. freight originating and terminating in the Western territory. This produced slightly more than five cents per hundred weight for either pick-up or delivery service. For the two services combined it was ten cents.

Q. Do you mean by your statement that Dr. Edwards did ascertain the total expense of the Western roads in the performance of pick-up and delivery service for the test year of 1939?

A. Yes.

Q. And that is the figure that you have used as you have indicated; is that so?

A. That is correct.

Q. Now referring further to these solid red lines, does that include any of the constant or fixed costs in the transporting of less than carload freight?

A. No.

Q. Does the Commission so state in its report?

A. Yes.

Q. Do you have in mind for the year 1939 the total expenses of the Western roads of that character; namely, constant or fixed costs of transporting of traffic?

A. No, I haven't right at the moment.

[fol. 1433] Q. Do you know what are the figures approximately. I will come back to that question.

A. All right.

Q. If I ask you if approximately it is three hundred and fifty million dollars would it refresh your recollection?

A. It sounds familiar, but I wouldn't say positively.

Q. Well I will withdraw that question. Do you know whether the cost of railroad labor, the cost of materials, supplies, and the cost of Federal taxes of the Western lines have increased since 1939?

A. Yes they have increased substantially.

Q. Are Doctor Edwards' cost studies presented in such form that you have been able to adjust his 1939 costs of handling less than carload traffic to increased costs which you just referred to?

A. They are, and I have done so.

Justice Chase: We might just as well take our recess now. We will take it for an hour and a quarter.

Mr. McCollester: May I inquire of the Court, just to facilitate things? The record before the Commission that we have has arrived, except one part that is still coming by express, but the main part of the record is here. We have it all in a box and the Commission certified it. They have certified it in bundles of exhibits. I think there may be ten or fifteen bundles. Would you want the whole thing marked as one exhibit, in which case we will leave them in the box, or should each bundle be marked, in which case we will take them out of the box? The box will be a convenient way to get them around.

Justice Chase: I think if you will leave it all in the box, that will be the better way to handle it.

Recess taken at 12:45 P.M. until 2:00 P.M. of the same date and at the same place.

[fol. 1434]

Afternoon Session
New York City, New York,
Monday, February 18, 1946, 2:00 P.M.

Presiding: Justice Harrie B. Chase, Justice Stephen W. Brennan, Justice John C. Knox, United States Judges.

Appearances: (Same as before.)

[fol. 1435] Mr. Smith: May it please your Honors, Mr. Capron would be glad to be dismissed at the convenience of the Court and parties. He is here and if his cross-examination could be concluded that would be very satisfactory to us.

Justice Chase: Are you now ready to proceed with the cross-examination?

Mr. Miller: I am ready, Your Honor, yes.

LAWRENCE R. CAPRON resumed the stand and testified as follows:

Cross-examination.

By Mr. Miller:

Q. Mr. Capron, your Exhibits 1 and 2 which deal with items in the classification which you say do not move under commodity or exception rates, to what territory does that statement apply?

A. Western Trunk Line and Southwestern territory.

Q. Do you mean throughout those two territories none of these commodities move on exception or commodity rates for any hauls?

A. That is right.

Q. Who prepared those exhibits?

A. They were first prepared by the staff of the Western Trunk Line Committee. Then I had my own rate department make a spot check of the exhibits and they told me [fol. 1436] that they could find nothing wrong with it.

Q. The people working under you didn't attempt to go over all the items on that?

—. I think it was impossible for my staff to go over each and every item.

Q. Those exhibits then——

A. (Interrupting): I might inform you that I was informed that the Western Traffic Lines staff who undertook

the initial work of preparing this for me did a pretty thorough job of checking.

Q. You don't know of your own knowledge whether those items moved on one kind of rate or another, and you are not stating that your own organization knows? What you did was to make a spot check of what some other organization made, is that correct?

A. Well, the Western Trunk Line organization is our organization, you know, as far as that is concerned, and the fact of the matter is that I know of my own knowledge that this exhibit is substantially correct. I cannot say of my own knowledge that some few things may not have been overlooked.

Mr. Miller: If, the Court please, I move to strike those *ex* two exhibits on the ground they weren't prepared under this witness' supervision and there is no one here whom I may cross-examine.

Mr. Smith: If your Honor please, if I may say a word, we have a record before this Court——

Justice Chase (interrupting): The motion is denied.

[fol. 1437] By Mr. Miller:

Q. You were testifying about the lots of less carloads and other matters on the Burlington, I believe. Were you purporting to testify about conditions on other roads also? That is, was your testimony confined when you are speaking of loads, of what your loads were, and your loadings in the future, was that testimony confined to the Burlington?

A. No.

Q. You are sufficiently familiar with conditions of the other roads so that you can testify about each one, is that correct; and what their policy is?

A. I didn't say each one individually; the major lines, yes.

Q. You said a substantial amount of the traffic moved on class rates in the Western territory. What did you mean by "substantial"?

A. Well, I mean just what the word implies. It is substantial. It isn't just a scattering movement. It is steady and fairly substantial movement.

Q. What percentage of total traffic?

A. Well, I cannot answer you in percentage definitely because no such interpretation has been made, but in my

judgment it will be at least 50 per cent, and probably much more.

Q. That is an estimate, of course?

A. Yes, sir.

Q. Now you said that a good many commodities moving on L.C.L. had been lost to the railroads to cut competition [fol. 1438] and that a good deal of it also had been combined into carload movement by the making of all commodity rates and tariffs and other things, is that true?

A. That is true.

Q. Is the shift of that traffic away from less than carload rates because of the amount charged on class rate movements, in other words, have those rates been put in effect because higher class rate scales won't move the traffic?

A. That has been their—I will put it this way: that was their purpose when they were established.

Q. You mean the taking of them out of the classification and putting them in this other category, in these other categories is because the class rates were too high to move the traffic?

A. In competition with the trucks.

Q. Is the answer to that question yes or no? Were they taken out because the class rates were too high to move the traffic?

A. In competition with the trucks; I insist upon that qualification being in the record. It was because of the competition with the trucks.

Mr. Miller: I wonder if I can get a yes or no answer to that question?

Justice Chase: I think we understand what he says. It is too high to get the business.

By Justice Chase:

Q. Is that what you mean?

A. Yes, sir.

[fol. 1439] By Mr. Miller:

Q. Now, your figure, I believe, on the average loading taken from the Edwards' testimony for the year 1939 was 4.3 tons per car. Was I correct in understanding that?

A. That was read by Mr. Douglass Smith and I understood that is where he got it.

Q. Are you familiar, Mr. Capron, with the organization of the Pennsylvania Railroad set-up to attempt to improve its rate of return from less carload traffic?

Mr. Smith: That is objected to, as to whether the witness is acquainted with the Pennsylvania Railroad's procedure, what the Pennsylvania Railroad is doing.

Mr. Miller: The witness says, or has said that he knows what other railroads are doing and I think it is pertinent on whether he knows what the railroads are doing.

Justice Chase: Your question is whether he knows enough about it. I think you are going pretty far afield on that.

The Witness: Your Honor.

Justice Chase: You just answer whether you are or whether you are not. You can answer that question.

The Witness: There is another—I didn't intend to testify that I was familiar with the Eastern Railroads. I am talking about the Western Railroads.

[fol. 1440] Mr. Miller: Yes, I understand that, your Honor, but I thought he might know about it because my next question was to bear and follow up on it. That refers to his own road.

Justice Chase: If you have a question that amounts to anything you may.

Mr. Smith: I think so, your Honor.

Justice Chase: All right.

The Witness: I am only familiar with the fact that the Pennsylvania Railroad did set up such an organization. I don't know any of the details.

By Mr. Miller:

Q. Well, hasn't your own railroad, the Burlington, undertaken, on a rather extensive basis, to substitute auxiliar- truck service railroad service on way freight so as to cut—so as to eliminate this low less carload carloading?

A. The Burlington Railroad owns what is known as the Burlington Transportation Company that operates buses and trucks to a limited extent. Some of the so-called or some of the rail L. C. L. is distributed from distributing points under a substitution arrangement that is recognized by the Interstate Commerce Commission. That is quite limited because of the requirements of the diffdrent cer-

tificates of necessity. This Burlington trucking organi-
[fol. 1441] zation is made up of a large number of smaller operations that were acquired at different times. We can't substitute this service as extensively as we would like to, to give the shipper the benefit of a quicker distribution from a division point than he would like on a way freight that would run maybe three days a week, but where we can't we have substituted this truck service so that towards the end of the shipment's journey to get it on there a lot quicker or to get it to destination a little quicker from a division.
[fol. 1442] Q. And the purpose of that is to eliminate the high cost of loading the cars?

A. The purpose of that is to give better service.

Q. And that cost element doesn't come into it at all?

A. No.

Q. Have you made any analysis, Mr. Capron, of the effect of the raising of the minimum charge for less than carload shipments from 55 to 75 cents under the Commission's order?

A. I have not.

Q. You don't know how much increased revenue that would bring your road or those other roads?

A. I do not.

Mr. Miller: I think that is all.

Mr. Smith: I have no further questions. Mr. Capron you are excused.

Mr. Vivian.

GLENN F. VIVIAN resumed the stand as a witness and testified as follows:

Direct examination (Continued):

By Mr. Smith:

Q. Just before the recess, Mr. Vivian, I believe you testified that you had determined from an examination since 1939 the costs of labor, materials, and supplies used by the railroads and the cost of payroll taxes for the Western lines has increased since 1939. Will you please refer to Western lines' exhibit 3 for identification and to sheet 1 of that exhibit, and explain what the broken red line represents?

A. The broken red line represents Dr. Edwards' out-of-pocket costs for moving 4.3 tons of L. C. L. freight in the western territory adjusted to the January 1946 levels of wages, materials and supplies and payroll taxes.

Q. Well it also reflects the same allowance for the 10% [fol. 1443] security of the pick-up and delivery expense which was reflected in the solid red line?

A. The same amounts of security but an increase in the pick-up and delivery.

Q. Now I want you to explain that increase in pick-up and delivery, but first I wish you would explain how you determined the increase in the prices of the materials and supplies of January 1946 from the test year of 1939?

A. Eight of the larger of the Western railroads provided semi-annually a statement showing unit price of the principal materials which they purchased other than fuel, and we have compiled the December 1938 and the June 1939 reports on the one hand and June and December 1945 on the other. From these two we have prepared the increase in the material prices.

Q. Will you indicate to the Court approximately what percentage of the entire revenue and expense of the Western territory is represented by the revenues and expenses of these eight large lines that you have used?

A. In the neighborhood of 63%. In other words very nearly ⅔rds of the Western district is represented by these eight railroads.

Q. How did you determine the increase in the price of fuel?

A. The Interstate Commerce Commission published a monthly report known as M.-230 and using the same number which I have just described for the materials other than fuel we developed for the Western railroads the increase in the price of fuel.

Q. Now how did you apply these respective increases to Dr. Edwards' study in order to reflect in these lines that are shown on the chart and the lines which portray those increases, those advances in prices?

A. We had available the purchases of these eight rail-[fol. 1444] roads for the year 1940 and we weighted the increase in fuel and increase in other materials we purchased in that year, reaching a composite increase for all material and supplies, including fuel.

Q. What is the result of the figure which represents the difference in prices of materials and supplies between 1939 and 1946, as you computed them?

A. Thirty-two per cent increase.

Q. How did you compute the increase in wage rates paid by the Western railroads since 1939?

A. The Interstate Commerce Commission prepare monthly a tabulation showing employees and their compensation. We have available in our files the figures for the year 1939 for straight time actually worked and straight time paid for. We also have the same information for the months of 1945 which are available. In this instance we employed the first nine months of 1945, as that was all that was issued up to that time, and obtained from those tabulations the cost per hour for wages, straight time. By comparing these units costs we obtained the percentage of increase.

Q. Is an arbitration presently being conducted, or is it about to begin between the Railroad Brotherhood and the railroads of the United States in respect to wage levels?

A. Yes.

Q. Am I correct in understanding that the increases that you have undertaken to compute, to depict, here are of course the wage increases and only those which occurred between 1939 and 1946?

A. That is correct.

Q. What percentage of difference in wage rates per hour did you find in those two periods based on the figures of the Commission?

A. An increase of 27%.

[fol. 1445] Q. Is this adjustment with you made in the payroll figures for January 1946 levels the wages and prices of material and supplies reflected in the broken red line on the chart?

A. Yes.

Q. Does the Interstate Commerce Commission,—and I am referring to the Interstate Commerce Commission Mr. Vivian whenever I speak of the Commission here—does the Interstate Commerce Commission publish reports showing comparative levels of prices and materials and supplies?

A. They do.

Q. Have you examined those reports?

A. I have.

Q. What is the title of the most recent of those reports published by the Commission that you referred to?

A. Railroad construction indices compiled by the Engineering Section of the Bureau of Valuation, Interstate Commerce Commission. This report that I have is dated August 1st, 1945.

Q. Does that publication by the Commission show, or purport to show, all of the commodities and the price trends of all of the commodities used by the railroads?

A. All of the principal commodities, exclusive of the fuel.

Q. Officially does the index of increases of trends in prices of all materials which are used by the railroad in construction work, is that not so?

A. Construction and maintenance, yes.

Q. Does that include fuel then?

A. Only in a very minor degree.

Mr. Smith: I have that document here, if the Court please, and I will be glad to offer it if it is desired. In the absence of request for that I will ask this witness to state the difference in the cost levels revealed by those reports of the Commission with reference to the commodi-[fol. 1446] ties you have been discussing.

The Witness: The Western District reflects the increases in cost of 36% for these materials between 1939 and 1944, the last year that is given in this particular report.

By Mr. Smith:

Q. So that it reflects no increase since 1944?

A. No sir.

Q. Now what is the comparative figues that we can put alongside of that 36% which you have used as a result of your own computation?

A. 32%.

Q. Does the United States Department of Labor, Bureau of Statistics, publish any report on the average levels of wholesale prices?

A. Yes.

Q. What is the title of the most recent of such reports?

A. Average Wholesale Prices and Index Numbers, with Appendices, October 1945.

Q. Have you examined that report?

A. I have.

Q. How does the average level of prices shown in that exhibit for October 1945 compare with the average level of prices shown in that report for 1939?

A. It shows a 37% increase for all commodities.

Q. That compares with the 32% that you have employed here?

A. That is correct.

Q. Does that price index reflect the experiences on all commodities sold at wholesale?

A. That is correct.

Q. Do Dr. Edwards' studies show out-of—strike that please. Do the Edwards' out-of-pocket costs include Federal payroll tax as they existed in 1939?

A. Yes.

[fol. 1447] Q. I call your attention to the explanation on the exhibit 3, page 1, beside the broken line on the exhibit, and ask you what adjustment you made on account of payroll tax to reflect any increase in those taxes for the present time from 1939?

A. The payroll tax rate of 1939 was 5¾%. Effective January 1, 1946 this rate became 6½%. We have adjusted for the difference in the two rates for payroll tax.

Q. Calling your attention again to the explanation beside the broken red line on the exhibit, I will ask you how you computed the adjustment of 14 cents per one hundred pounds for average pick-up and delivery expense?

A. We used the same method for pick-up and delivery of the Western District for the year 1944, which was the last available year, divided that by the tons of L. C. L. freight originating and terminating in the Western territory, producing the cost of seven cents for each service, or fourteen cents for pick-up and delivery.

Q. Do the two lines on this chart, the solid red line and the broken red line, show what Dr. Edwards refers to as his out-of-pocket costs?

A. Yes.

Q. Do those costs as developed by Dr. Edwards and as shown on the chart purport to show the constant expense, constant costs solely related to less than carload costs?

A. No.

Q. Please explain what the solid green line on the exhibit represents?

A. The solid green line represents Dr. Edwards out-of-pocket plus the constant costs that are solely related to

L. C. L. freight for a movement of L. C. L. of 4.3 tons in the Western territory.

[fol. 1448] Q. Is it true or not that Dr. Edwards undertook to develop what might be called the two categories of costs, one out-of-pocket and two fully related costs, so called?

A. The constant cost?

Q. Yes?

A. That is correct.

Q. Have you undertaken to reflect both of these categories of costs in the aggregate in your solid green line?

A. I have.

Q. I call your attention to the statement on page 583 of the Commission's report referring to the Edwards costs, that I am now quoting:

"The less than carload costs do not include any of the constant or fixed costs common to all traffic" And I ask you do any of these lines on Western railroads exhibit 1 include any of those constant or fixed costs common to all traffic, that Dr. Edwards omitted?

A. No, they do not include either.

Q. Can you tell me for the year 1939, the test year, when the aggregate expense of the Western lines amounted to for that type of costs, namely the constant or fixed costs common to all traffic.

A. 351,760,000.

Q. Is there as much as a dollar of that figure reflected in the Dr. Edwards studies in the class rate case or in these lines which you show on the chart?

A. You refer to the L. C. L. portion.

Q. Exactly?

A. No, none of that expense is in L. C. L.

Q. I ask you to turn to page 2 of exhibit 3 entitled "Comparison of Edwards less carload cost in Western district with freight class 70% rate prescribed by Commission based on average rating of 4.3 tons per car."

Did you compare that exhibit?

[fol. 1449] A. I did.

Q. Did you prepare it?

A. I did.

Q. What does the solid black line on exhibit, page 2 of exhibit 3 represent?

A. Freight class scale of rates as prescribed by the Interstate Commerce Commission in their interim order for zone 1.

Q. And what would you say as to the broken black line?

A. The broken black line is 70% of the appendix 10 scale, is a permanent basis which applies over the entire territory.

[fol. 1450] Q. And what was it as to the broken black line?

A. The broken black line is 70 per cent of the appendix 10 scale as a permanent basis. It applies over the entire territory.

Q. And by "applies over the entire territory," do you mean that that is the permanent rate found just unreasonable by the Interstate Commerce Commission for application throughout these three classification territories, the so-called Official, Southern and Western?

A. Yes.

Q. And that is in so far as those territories were involved in this proceeding?

A. That is correct.

Q. Now, you have on this exhibit certain lines which represent Dr. Edwards' costs which you have adjusted in certain ways, is that so?

A. That is correct.

Q. And, referring to those lines, namely the solid red line, and the broken red line, and the solid green line, and the broken green line, are those the same lines placed in the same position on the chart as the lines which you have already described with reference to page 1?

A. They are.

Q. And does the explanation which you made with reference to those lines on page 1 apply in every detail and respect with those lines on page 2?

A. Yes, they do.

[fol. 1451] Q. I ask you to turn to page 3 of this Exhibit 3, the comparison of Edwards' less carload costs in the Western District with 4th Class 55 per cent rate described by the Commission based on assumed average loading of ten tons per car and I will ask you if you prepared that chart?

A. I did.

Q. Is the mechanical set-up of the chart the same as those that you explained?

A. Yes.

Q. What does the solid black line represent?

A. The solid black line is the same as the line on page 1 of the exhibit, namely 55 per cent or 4th class rates prescribed in the Commission's interim order for Zone 1.

Q. And will you explain the broken black line?

A. The broken line is likewise similar to the broken black line on page 1, being 55 per cent of the appendix 10 scale as a permanent basis.

Q. Are the lines picturing Dr. Edwards' costs on this page different from those on pages 1 and 2?

A. They are different to the extent that they are for a ten ton load. Otherwise the preparation has been as previously explained for the other pages.

Q. Do the Edwards studies show the cost on the basis of handling L. C. L. traffic for average loading of ten tons?

A. Yes.

Q. State whether or not the cost lines on Exhibit 3 [fol. 1452] represent the same cost bases as those depicted on exhibit pages 1 and 2, except that the lines on Exhibit 3 represent Dr. Edwards cost for loading ten tons adjusted in the manner which you have just explained?

A. That is correct.

Mr. Smith: Your Honors, Mr. Knowlton inquired this morning and—I should not say he inquired—he offered as an exhibit here as a part of the record, the so-called merchandise report that is referred to in the report of the Commission. You have no objection to that being in the record.

Justice Chase: Very well, put it in.

Q. Now, Mr. Vivian, referring to this merchandise report that was in the record by reference and has now been made a part of the record physically, I will ask you whether that discloses the test period covered by that study of average weight per consignment of L. C. L. traffic in the West?

A. Yes.

Q. And what is that average weight per consignment of L. C. L. traffic in the West?

A. 384.2 pounds.

Q. Did the carloadings of the Western roads recede on or about V-J Day of last August?

A. Yes.

Q. What week of the year was that?

A. The 32nd week of the year.

[fol. 1453] Q. Did the carloadings of the Western lines following V-J Day drop under the carloadings of those lines for 1941?

A. They did after a period of about three to four weeks, and remained under 1941 for the remainder of the year.

Q. Referring to the carloadings of these Western Lines for the early part of 1946 and for that period concerning which you have information on the subject, have the carloadings of the Western lines dropped below or are they in excess of the 1945 loadings for the same period?

A. They are below the 1945 loadings.

Mr. Smith: The Western lines offer Exhibit C.

Justice Chase: Is there any objection?

Mr. Miller: The same objection.

Mr. Smith: And that concludes Mr. Vivian's direct.

Mr. McCollester: May I ask a question?

Justice Chase: Yes. Just before you do, this supplemental record which Mr. Knowlton has offered and has been admitted, I don't know whether that ought to be designated in some way or whether it designates itself?

Mr. Smith: I think it is for all intents and purposes in the record, your Honor, and my suggestion would be that it be put in Mr. McCollester's box of records.

[fol. 1454] Justice Chase: All right, that will take care of it.

Direct examination.

By Mr. McCollester:

Q. Mr. Vivian, that there may be no confusion upon the record, I have just a couple of questions I should like to ask you. Is it not correct that Dr. Edwards, in making his computations, divided the railroads of the country into different groups and made his computations on the basis of statistics by groups of railroads?

A. That is correct.

Q. All of the statistics of Dr. Edwards that you have used are statistics relating to the Western group of railroads, is that correct?

A. The Western territory which Dr. Edwards embraced, not only Western District Railroads but parts of other carriers that operated in both East or South.

Q. Nut those figures that you have used were presented by Dr. Edwards as representing his computations regarding costs of transportation in Western territory and not costs of transportation in Official territory, is that not correct?

A. That is correct.

Q. And none of the figures or testimony that you have given relate to cost of transportation or less carload or any other kind of freight in Official territory?

[fol. 1455] A. That is correct.

Mr. McCollester: I think that is all.

Mr. Miller: If the Court please, I wonder if it would be possible for us to see the documents on which this testimony was based? I think we could prepare for cross-examination and have our cross-examination deferred. I have refrained from making any objection based on lack of foundation for this testimony, which I think would have been well taken. I thought if arrangements could be made to see the documents to see how the figures have been weighted, which I assume the witness has, it would be helpful.

Justice Chase: Do you mean a short time now or have them this evening?

Mr. Miller: If we could have them overnight and have the witness recalled for cross-examination if we want to have cross-examination; I am not sure that we do.

Justice Chase: Have you any other witnesses?

Mr. Smith: No, that concludes this.

Justice Chase: Have you any witnesses, Mr. Miller?

Mr. Miller: Not at this time, your Honor. I assumed we wouldn't be putting in any testimony anyway until our case started. I assumed that the case for the plaintiffs in [fol. 1456] the two suits would be put in first. I don't expect we will have very much testimony, but if we do it will be short.

Justice Chase: I realize for this sort of thing you need some preparation. We will do that. If we can go along on something else, we don't want to stop now if we can help it and wait for that.

[fol. 1457] Mr. McCollester: On the other hand I don't like to start our argument until all of the examination of the witnesses has been concluded.

Justice Chase: It is rather embarrassing both ways.

Mr. Miller: If we put in any testimony, I may say this

to the Court, it would only be I am sure in some sort of rebuttal of these particular things that have gone in here.

Justice Chase: Suppose we give you a little time now. Can you get ready and conduct your cross examination?

Mr. Miller: If I have to do it without having an analysis made of these papers, I would rather not cross examine this witness. I have no reason to believe that his weighting and——

Justice Chase (Interrupting): Of course we come to this aspect—you need not take this.

(Discussion outside the record which the Court Reporter was directed not to take.)

Justice Chase: We will take a recess of fifteen minutes or even a half hour to give you time to look over the papers.

(Recess taken. Case resumed after recess same date and same place.)

Mr. Miller: The fifteen minutes were very productive. Subject to the Court's approval we made this arrangement. [fol. 1458] Mr. Smith is going to make available to us all the papers that we are interested in. We will waive any cross examination of this witness with the understanding that we would put in our reply brief any criticism we might have of this testimony based on our study of it.

Mr. Smith: Your Honor, Mr. Miller suggested that to me and I told him I entirely agreed with it. I think on reflection that we ought to bring to the Court's attention this matter of brief, and I refer to it now for this reason. We are delighted to turn over to the Government all our working sheets on these exhibits. I wouldn't like to have Mr. Miller on behalf of the Government file the last brief in this case and make some comments on these exhibits which we think we can very quickly and fully explain. We are the moving parties here. We have the burden. I want to file with the Court's permission the last brief with reference to the issues of the Western case, and I think it is only fair to mention that now because Mr. Miller talks about a reply, and I was to reply to his reply.

Justice Chase: We will see about that when the time comes and try to be fair with everybody.

Mr. Miller: We will try to make our examination very quickly, and if we have anything to say, we will say it quickly. Perhaps we can do it separately before any reply brief is

filed. Perhaps we can work something of that sort out.

[fol. 1459] Mr. Smith: I believe that I offered Exhibit 3, Your Honor, but the transcript is gone. May it be understood that it is submitted?

Justice Chase: It may be understood that it has been received.

(Chart previously marked for identification received in evidence as Exhibit Number 3 of this date.)

[fol. 1460] Mr. Miller: I might say further to the Court that the Government is not proposing to offer any more evidence and I move to strike all the evidence received on the grounds previously stated and also all the affidavits filed at the time of the hearing of the interlocutory injunction by counsel for the plaintiff and the plaintiff's intervenors.

Justice Chase: I understand that the evidence is closed so far as the introduction of evidence is concerned.

Mr. Smith: Yes, of course. The Western lines are relying also on the evidence that is being offered physically by Mr. McCollester, but we have no further witnesses.

Mr. Miller: As to that evidence, Mr. McCollester, it is my understanding, that he didn't make an actual offer, and we want to be sure it covers the whole record, what the record is made up of.

Justice Chase: Well, we will take that up and decide that later.

Mr. Norman: If Your Honors please——

Justice Chase: I want to dispose of one motion at a time. I reserve decision as to Mr. Miller's motion.

[fol. 1461]

Exhibit No. 1

Items in Consolidated Freight Classification No. 16 and Supplements Thereto Rated Fourth Class (Column 55) Less Carload in Western Classification on Which No Commodity or Exception Ratings Apply

Item No.	Commodity
20	Abrasives, crude or lump
25	Abrasives, flour or grain
30	Abrasives, refuse
100	Acid, chlorosulfonic, in bulk in barrels
115	Acid, electrolyte, in lined barrels or rubber drums
205	Acid, sulphuric, in metal barrels
425	Heads, fork, hoe, manure hook, potato hook or rake, in barrels, boxes or crates
630	Binder twine
800	Hay carrier track
1025	Agricultural implement beams, iron or steel
1030	Agricultural implement beams, wooden
1100	Handles, agricultural implement, iron, in packages
1105	Handles, agricultural implement, wooden:
	In the rough
	In the white
1155	Poles, agricultural implement, wooden, in the white, ironed or not ironed
1175	Runners or shoes, harrow, iron
1185-A Sup. 21	Seats, agricultural implement, iron, without seat springs or brackets
1275	Air preheater elements, steel
1425	Aluminum-manganese-silicon
1430	Briquettes, manganese or iron ore and coal or lime or sand combined

[fol. 1462]

1435	Calcium-aluminum-silicon
1445	Chromium-silicon-manganese
1450	Ferro-alloys, noibn
1455	Ferro-chrome
1465	Ferro-manganese-silicon
1470	Ferro-phosphorus
1480	Ferro-silicon-aluminum
1495	Ferro-titanium
1520	Silicon-calcium
1530	Zirconium-ferro-silicon
1532	Alumina, calcined or hydrated
1555	Ashes, aluminum
1635	Dross, aluminum
1647	Aluminum fluoride
1750	Aluminum skimmings
1872	Bombs, practice, concrete, steel reinforced
1937	Anchors, noibn, iron

Exhibit No. 1—Continued

Item No.	Commodity
2035	Asbestos fibre
2075	Ridge roll, asbestos
2080	Roofing or sheathing, asbestos
2090	Asbestos sand
2095	Asbestos scrap
2100	Asbestos shorts or waste
2128	Ash, fly
2130	Ash, volcanic, crude or ground
2140	Ashes, bagasse

[fol. 1463]

2145	Ashes, cactus
2150	Ashes, cotton boll, burr or seed hull
2155	Ashes, kelp
2165	Ashes, manure
2170	Ashes, rice hull
2175	Ashes, sage brush or wood
2180	Ashes or cinders, coal
2190-A Sup. 21	Asphalt (asphaltum), natural, by-product or petroleum, liquid, other than paint, stain or varnish
2195	Asphalt (asphaltum), natural, by-product or petroleum, solid
2205	Pitch, brewers' or pine
2207	Pitch, lignin, dry
2210	Pitch, montan
2215	Pitch, noibn, ground
2220	Pitch, noibn, not ground
2225	Pitch, tall oil
2230	Tar, candle
2235	Tar, coal or petroleum, in bulk in barrels
2240	Tar, hardwood
2245	Tar, noibn, in bulk in barrels
2250	Tar, pine
2395	Dumb bells, iron
2475-A Sup. 35	Gold balls, old, used, having value only for repair
2820	Axle housings, iron, unfinished

[fol. 1464]

2835	Axles, automobile or trailer, without external or internal attachments or movable parts
2845	Boards, floor, running or toe, wood, not trimmed
3010	Automobile brake drums, without attachments, unfinished
3050	Chains, tire cross, steel
3065	Crank extensions, automobile starting
3195	Automobile hubs, iron or steel, without bearings
3450	Automobile transmission mountings, steel
3475	Wheel bands, felloes, flanges, rims, rim clamps or wedges, hub flanges, tire bases, tire bead locks or side or locking wheel rings, steel

Exhibit No. 1—Continued

Item No.	Commodity
3570	Bagasse pith or sugar cane pith, dehydrated, other than dust or flour, in machine pressed bales
3680	Bags, nitrate of soda, empty, unwashed
3735	Bags, shipping, rubber, old, used, in steel drums
3835	Balls, filtering, cement or clay
3900	Bark, hickory, not ground nor powdered
3915	Bark, redwood, shredded
4060	Basket or hamper material, wooden, other than rattan, reed or willow
4235	Battery box compound
4236	Battery cylinders, frames or plates, copper, steel or zinc, burnt out
4245	Battery mix, ground manganese ore and ground graphite combined, dry
4260	Batting or filling, cotton or kapok, old, used, not further reworded than mixed, in machine pressed bales

[fol. 1465]

4265	Bauxite (beauxite), causticized
4270	Bauxite (beauxite), flue dust
4290-C 4291-C Sup. 37	Beans, castor
4320	Bee hives, wooden, KD
4348	Beet slops (beet sugar final molasses residuum)
4365	Berries, palmetto
4395	Bird gravel or sand
4450	Blacks, dry, mineral earth or peat char, other than dry earth paint, in barrels or boxes
4460	Fertilizer blacks
4515-A Sup. 21	Bleach assistant compounds, noibn, dry
4520	Blocks, butchers', including butchers' cutting or chopping tables, or butchers' cutting or chopping table tops, without legs or bases or with legs or bases detached
4545	Blood, liquid, in barrels, or in metal cans in barrels or boxes
4652	Fenders, boat or dock, wood, steel and rope combined
4665	Knees, boat, in the rough
4670	Knees, boat, noibn
4820	Boiler arches or sidewall or arch blocks, iron and fire brick combined
4830	Boiler arch bars or arches
4840	Braces, boiler; flanges; nozzles; or handhole or manhole dollars, covers, crabs or lugs
4860	Boiler doors, with or without frames
4885	Boiler heads (ends), unfinished

[fol. 1466]

4900	Boiler parts, cast, noibn
4905	Boiler plates
4910	Boiler sections, cast iron

EXHIBIT No. 1—Continued

Item No.	Commodity
4920	Boilers, heating or power, cast iron, KD, or taken apart, with equipment of burners, sprayers, vaporizers or mechanical stokers
4920	Boilers, heating or power, cast iron, KD, or taken apart, without equipment of boilers, sprayers, vaporizers or mechanical stokers
5035	Furnace coils, pipe, U bent, iron
5037	Furnace doors, house heating, with or without frames, iron
Sup. 21	
5090	Gas stove manifolds, without valves, not enameled nor plated
5098	Heads (ends), water heater or range boiler, with nipples
Sup. 21	attached, iron, unfinished
5300-A	Stove or range castings, iron, other than enameled or
Sup. 21	plated, LCL, in barrels, boxes or crates
5480	Bone, charred filtering (animal charcoal), other than spent
5485	Bone, charred filtering (animal charcoal), spent
5490	Bone ash
5505	Bones, noibn, ground or not ground
5675	String nailes, steel, coiled, or tack strips (tacks attached to paper strips)
5750	Box or crate material, wood and wire combined, noibn, interwoven
5755	Box or crate material, wood and wire combined, noibn, not interwoven

[fol. 1467]

5755	Box or crate material, wood and wire combined, noibn, not interwoven
5765	Boxes, roadway, stop cock or valve, cast iron
5770	Boxes, water meter, clay or earthen, in boxes or crates
5775	Boxes, water meter, concrete
5780	Boxes, water meter, iron
5925	Boxes, fruit shipping refrigerator, wooden, old
5975	Boxes, meat shipping refrigerator, old
6050	Boxes, solidified carbon dioxide shipping, steel, insulated, with or without covers, set up, old
6060	Boxes, steel, noibn, KD flat or folded flat, old
6090	Boxes, wooden, folded flat
6110	Boxes, wooden, noibn, old, nested or not nested
6155	Boxes or crates, KD, wood and wire combined, noibn, interwoven or not interwoven
6185	Crates, iron, KD flat
6190	Crates, wooden, noibn, new, folded flat or in flat sections
6195	Crates, wooden, noibn, old (used), SU, nested or not nested
6195	Crates, wooden, noibn, old (used), folded flat or in flat sections
6202	Bracing or blocking, carloading, noibn, KD
6240	Ashes, brass, bronze or copper, LCL, in barrels or boxes
6305	Copper scale
6335	Grindings, brass, bronze or copper, LCL, in barrels or boxes

[fol. 1468]

Exhibit No. 1—Continued

Item No.	Commodity
6460	Skimmings, brass, bronze or copper, LCL
6470	Sweepings, brass, bronze or copper, LCL, in barrels or boxes
6490	Washings, brass, bronze or copper, LCL, in barrels or boxes
6515	Brick, bath (scouring brick)
6525	Beams or joists, structural, reinforced concrete or tile
6530-A Sup. 35	Blocks, building, hollow, or briquettes, slag or cinders and Portland cement combined
6535	Blocks or tubes, segment sewer, aluminum oxide or vitrified clay, LCL, in barrels, boxes or crates
6540	Brick, building, common, or pressed, fire, including fire brick shapes, or paving, noibn, weighing each 15 lbs. or over, loose
6540	Brick, building, common, or pressed, fire, including fire brick shapes, or paving, noibn, loose, subject to minimum charge as for 10,000 lbs., owners to load and unload
6540	Brick, building, common, or pressed, fire, including fire brick shapes, or paving, noibn, LCL, in barrels, boxes or crates, with or without tops, or in fibreboard wrapped bundles, metal strapped
6555	Brick, crushed or ground
6560	Brick, enameled or glazed, other than salt glazed
6565-B Sup. 37	Brick, glass, glass faced concrete or glass blocks
6570	Brick, insulating, infusorial earth, diatomaceous earth and clay combined
6580	Brick, lining, porcelain
6585	Brick, pouring (mold hot tops), clay, or clay and graphite combined or magnesia base

[fol. 1469]

6590	Brick, salt glazed
6595	Brick, stove (stove lining shapes)
6600	Brick, vermiculite
6605	Cribbing, concrete
6610	Fire clay, ground fire brick and water combined (plastic fire brick)
6615	Furnace or kiln lining or high temperature bonding mortar or cement, noibn
6625	Guard rails, highway, reinforced concrete, consisting of anchor block, posts and rails
6628	Heat radiating balls, fire clay
6630	Lot markers, cement or earthen
6635	Piling, cement or concrete
6640	Poles, electric wire, cement or concrete
6645	Posts, fence, cement or concrete
6650	Posts, highway marker, cement or concrete
6655	Posts, noibn, cement or concrete

Exhibit No. 1—Continued

Item No.	Commodity
6660-A Sup. 21	Quarries, flooring, paving or promenade
6665	Rings, hot top, clay
6670	Stones, shade, glass factory
6675	Stove lining composition, noibn, powdered
6680	Supports or props, mine, concrete
6685	Terra cotta, building, in barrels, boxes or crates
6695	Ties, railroad, cement or concrete, reinforced
6700	Tile, building, hollow, enameled or glazed, other than salt glazed
6715	Tile, building, hollow, salt glazed or plain

[fol. 1470]

6725	Tile, building or roofing, reinforced concrete (building or roofing slabs), with corkboard or fibreboard insulation
6725	Tile, building or roofing, reinforced concrete (building or roofing slabs), without glass insertions or corkboard or fibreboard insulation
6733	Well tops, reinforced concrete
6780	Broom splints, wooden, noibn
6850	Brucite and dolomite combined, calcined or dead burned
6882	Asphalt, clay and Portland cement, unmixed
6885	Asphalt composition paving or flooring planks, ½" or more in thickness
6890	Asphalt flooring compound, noibn, solid (mastic blocks)
6895	Asphalt flooring compound, noibn, liquid or paste, in bulk in barrels
6900	Asphalt paving blocks, weighing each less than 15 lbs., in packages
6910	Asphalt paving blocks, weighing each 15 lbs. or over
6915	Asphaltic sewer pipe joints
6935	Cement, concrete or masonry waterproofing compound, liquid or paste, in bulk in barrels
6940	Cement, floor tile, liquid, having asphalt and coal tar base
6941	Cement mixing compound
6950	Concrete surface curing compound
6955	Concrete surface hardener, powdered, iron
6970	Concrete or masonry plasticizer and water reducing compound

[fol. 1471]

6985	Culverts, iron or steel, cast
6995	Culverts, iron or steel, plate or sheet, KD
7085	Elevator guide clips, iron
7100	Elevator Guides, wooden
7205	Lathing, bituminized or sanded paper, metal reinforced
7235	Lightning rods, rod fasteners or fixtures, noibn, iron or steel, coppered, galvanized, painted or plain
7245	Mantels, cast stone; noibn, KD, LCL, in boxes or crates

Exhibit No. 1—Continued

Item No.	Commodity
7267	Panels, siding, wood shingles backed with paper and insulation board
7275	Paving blocks or slabs, rubber composition
7280	Paving blocks or tiles, cast iron
7285	Paving composition, sand, slag or stone and asphalt, pitch or tar combined
7290	Paving composition, stone, granulated cork and asphalt combined
7295	Paving joints, roadway, asphalt or asphalt base
7305	Paving joints, roadway, rubber composition
7340	Road binding or road sprinkling compound, noibn
7345	Road surfacing material adhesion preventive
7390	Wood, built-up or combined, covered with iron or steel
7730	Guards, window or skylight, iron or steel, other than wire (window grating)
7805	Moldings, noibn, iron or steel, or wood covered with iron or steel or tin plate, galvanized, plain or primed
7850	Prison work, steel, noibn
7960	Spandrels, cast iron or steel

[fol. 1472]

7980	Stair treads or risers, iron, noibn
7990	Stairs, iron, noibn, KD or in sections
8180	Door sills, wooden
8260	Frames, hot bed, wooden, KD flat
8310	Moldings, wood
8340	Sash, wooden, not glazed, KD
8355	Stair risers, stringers or treads, wood
8480	Towers, noibn, steel or wood, separate or combined, KD
8487	Buoy heads, steel
8595	Casket or coffin material, wooden, in the white, KD
8615	Grave vaults, asphalt composition, cement or concrete, KD
8625	Grave vaults, slate or stone, natural, KD
8810	Calcite, roasted, granular form, treated or coated, clinkered and burned to a dead state
8815	Calcium lineolate pulp or calcium salt of fatty acids
9125	Carbon briquettes, noibn
9145	Carbon clinker, from gas retorts
9170	Carbon flour, ground petroleum coke
9180	Molten metal bath carbon
9185	Petroleum carbon (petroleum coke), not ground
9200-A Sup. 21	Carbon scrap
9212 Sup. 35	Carbon mixture, unbaked

[fol. 1473]

Exhibit No. 1—Continued

Item No.	Commodity
9285	Blocking bolsters or cradles, shipping, old, used
9290	Blocks, braces or skids, sheet metal shipping, steel, or steel and wood combined
9300	Bottle carriers, (bottle carrying boxes or crates, with permanently fixed partitions), new, wooden, or wood and metal combined, KD flat or folded flat
9305	Bottle carriers (bottle carrying boxes or crates, with permanently fixed partitions), old, iron, steel, wood, or wood and metal combined, set up
9325	Cans, oyster shipping, iron (inside containers used with refrigerator oyster carriers), old
9340	Carboys, lead, old
9365	Coops or crates, animal or poultry, shipping, new, wood, KD flat or folded flat
9390	Cylinders, acetylene gas, steel, new
9410	Cylinders, steel, for shipping air, gases or liquids under pressure, noibn, new, coppered or nickeled
9415	Cylinders, steel, for shipping air, gases or liquids under pressure, noibn, new, other than coppered or nickeled
9450	Egg cases or carriers, wooden, KD
9475	Frames, paper packing, wooden, old
9520	Reel cores or drums, wooden or wooden with steel drums, KD
9545	Reels, cordage; electric cable, with or without lags; lead pipe; wire; wire braid or wire rope, wooden or wooden with steel drums, KD
9575	Trans-ormer shipping containers, plate steel
9587 Sup. 37	Carriers or conveyors (overhead runways)
9600	Casein (milk curd), crude, not edible, ground or powdered

[fol. 1474]

9605	Casein (milk curd), crude, not edible, not ground nor powdered
9633	Caster bolts (caster shanks), caster forks or caster sockets, iron
9638	Casters, furniture
9640	Casters, truck
9705	Cement, automobile body sealer or sound deadener
9710	Cement, bonding, sealing or embedding, noibn
9715	Cement, furnace or stove
9720	Cement, linoleum
9760	Cement clinker grinding compound, dry, treated or untreated
9775	Cement, acid proof (building)
9780	Cement, hydraulic, masonry, natural or Portland
9785	Cement compound, building or floor, dry
9795	Cement flue dust

EXHIBIT No. 1—Continued

Item No.	Commodity
9800	Common lime, including magnesium lime, hydrated or hydraulic, quick or slaked
9805	Lime sludge or waste, dried
9815	Mortar, building, noibn, dry
9820	Plaster, calcined, patching, plaster of Paris, stucco or wall
9830	Plaster, land
9840	Cereal, noibn
9855	Bran; bran and wheat combined, flaked; or bran or bran and wheat combined with dried fruit, flaked or shredded
9870	Corn, roasted

[fol. 1475]

9880	Cereal food preparations, cooked, flaked or shredded, noibn, compressed and then crumbled
9890	Cereal food preparations, cooked, flaked wheat and ground flaxseed combined
9895	Cereal food preparations, cooked, granulated
10020	Alum, noibn
10025	Alum, sodium (sodium aluminum sulphate)
10085-A Sup. 37	Aluminum sulphate, or paper makers' alum
10087 Sup. 21	Aluminum sulphate containing not more than 5% of activated carbon
10090	Ammoniacal liquor or aqua ammonia, noibn, in bulk in barrels
10100	Ammonium, bicarbonate, in bulk in barrels
10110	Ammonium, carbonate, in bulk in barrels or steel pails
10115	Ammonium, chloride (muriate of ammonia or sal-ammoniac)
10150	Ammonium, sulphate nitrate (leunasal-peter), in bulk in bags, barrels or boxes
10163	Ammonium, thiocyanate (ammonium sulphocyanate) liquor
10230	Barium, aluminate
10240	Barium, carbonate
10250	Barium, chloride
10305	Barium, sulphide
10330	Borax (sodium borate)
10383	Calcium, acetate, dry
10385	Calcium, bisulphite
10400	Calcium, carbonate, noibn

[fol. 1476]

10405	Calcium, carbonate; recarbonated waste (whiting substitute)
10410	Calcium, chloride, liquid
10415-A Sup. 40	Calcium, chloride, other than liquid
10435	Calcium, nitrate
10440	Calcium, phosphate

Exhibit No. 1—Continued

Item No.	Commodity
10455	Calcium, sulphate
10460	Calcium, sulphite
10490	Carbon tetrachloride, in bulk in steel barrels
10505	Chalk, crude
10620	Copper sulphate (blue vitriol)
10635	Cryolite
10815	Glycerine, crude (spent lye), concentrated, or crude glycerine, other than spent lye
10820	Glycerine, crude (spent lye), not concentrated
10870	Iron, nitrate, in bulk in barrels
10875	Iron, oxide, noibn
10880	Iron, sulphate (ferric sulphate), dry
10885	Iron, sulphate (ferric sulphate), other than dry (ferric sulphate solution), in bulk in barrels
10890	Iron, sulphate (ferrous sulphate) (copperas)
10895	Iron, sulphide
10913	Lead, acetate (sugar of lead), in bulk in barrels, boxes or steel pails
10940	Lead, silicate
10950	Lime, chlorinated (chloride of lime, bleach, noibn, or bleaching powder, noibn), dry

[fol. 1477]

10960	Lime, chlorinated (chloride of lime, bleach, noibn, or bleaching powder, noibn), liquid, (aqueous solution), in bulk in barrels
10965-A Sup. 21	Lime, nitrogen
10970	Lime water, in bulk in barrels
10978	Magnesium, carbonate
10980	Magnesium, chloride, in bulk in barrels or steel pails
10990	Magnesium, hydroxide, in water
11010	Magnesium, oxide, heavy calcined
11015	Magnesium, phosphate
11020	Magnesium, sulphate, crude, or dieserite
11025	Magnesium, sulphate, refined, or Epsom salts
11045	Manganese sulphate, fertilizer grade
11095	Naphthalene, crude
11240	Alkali salts, crude, dry
11245	Beet or cane residuum, potash
11265	Potassium, carbonate (pearlash), in bulk in barrels, or steel pails
11295	Hartsalz, sylvinit
11315	Potassium, nitrate (saltpetre)
11330	Potash, crude, wood
11345-A Sup. 21	Potassium, silicate
11355	Potassium, sulphide (sulphuret of potash), in bulk in barrels

EXHIBIT No. 1—Continued

Item No.	Commodity
11360	Tobacco crystals (tobacco potash salts)
11407	Soda (alkali) residue, other than liquid

[fol. 1478]

11435	Sodium, arsenite solution
11440	Sodium, bicarbonate (saleratus)
11455	Sodium, bisulphite, dry, in bulk in barrels or boxes, or in steel pails
11460	Sodium, bisulphite, liquid, in bulk in barrels
11475	Sodium, carbonate; soda ash, including modified soda ash; monohydrate or sesquicarbonate
11485	Sodium, caustic (sodium hydroxide)
11495	Sodium, chloride (common salt)
11530	Sodium, disodium phosphate or trisodium phosphate
11545	Sodium, hydrosulphide (sodium hydrosulphate or sodium sulphydrate)
11560	Sodium, hyposulphite
11585	Sodium, nitre cake (crude bisulphate of soda)
11615	Sodium, phosphate, noibn
11635	Sodium, sal-soda
11640	Sodium, salt cake (crude sulphate of soda)
11650	Sodium, silicate, dry
11655-A Sup. 21	Sodium, silicate, other than dry (silicate solution), including mechanical mixtures
11660	Sodium, silico aluminate
11680-A Sup. 37	Sodium, sulphate (Glauber's salts)
11690	Sodium, sulphite
11695	Sodium, washing soda (washing crystals), noibn
11978-A Sup. 21	Zinc, ammonium chloride
12065	Flower pots, or flower pot saucers, pottery

[fol. 1479]

12070	Knob tops, door or drawer, pottery, without metal fittings
12075	Potters' pins, stilts or spurs
12080-A Sup. 21	Pottery, earthenware or stoneware common brown or gray jugware, consisting of bowls, churn bodies, crocks, jars, jugs, pans, pitchers or pots
12095	Saggers, pottery
12105	Turpentine cups, earthenware or stoneware, with or without aprons or hangers
12195	Bleachers or grand stands, steel or wood, KD, telescoped or collapsed, noibn
12200	Circus seats, without backs
12207	Grand stand platforms, in flat sections
12225	Actinolite ore, ground
12230	Actinolite ore, other than ground

Exhibit No. 1—Continued

Item No.	Commodity
12235	Antimony sulphide, concentrated ore (needle antimony), lump
12245	Antimony sulphide, crude (crude antimony ore)
12255	Bauxite (beauxite) ore
12260	Beryllium ore, ground
12265	Beryllium ore, not ground
12267	Celestite concentrates
12270	Celestite ore, crude
12275	Chrome ore
12280	Clay, ball, or china (kaolin)
12285	Clay, fire, crude or ground
12290	Clay, noibn, crude
12295	Clay, noibn, crushed, ground or pulverized
12300	Clay, plastic or modeling

[fol. 1480]

12305	Clay, tamping
12310	Clay or sand, processed for decolorizing, filtering or water softening
12315	Copper concentrates
12320	Copper ore
12330	Earth (soil), noibn
12335	Earths, infusorial (fossil flour, fossil meal or kieselguhr) or diatomaceous (diatomite)
12340	Fuller's earth
12345	Graphite ore
12350	Humus
12355	Ilmenite ore
12360	Iron ore, hydrated (bog ore, red ore, or yellow ore) not ground
12365	Iron ore, noibn, crude, not ground
12370	Kyanite or sillimanite ore
12375	Lead concentrates
12380	Lead ore
12385	Manganese ore, ground (black oxide of manganese)
12390	Manganese ore, other than ground
12395	Ores, noibn, if value does not exceed 5 cents per pound
12405	Pyrites, iron
12410	Pyrites cinder, refuse or dross, copper (purple ore) or iron
12417	Rutile ore
12420	Shale, crude

[fol. 1481]

12425	Shale, ground, burnt or retorted
12432	Topaz rock, crude, crushed, ground or pulverized
12435	Tripoli
12445	Vermiculite, crude (vermiculite ore)
12455	Zinc concentrates
12460	Zinc ore

Exhibit No. 1—Continued

Item No.	Commodity
12465	Zirconium ore, crude
12560	Bagging, grass or fibre, old (tea chest or tobacco matting, old), in machine pressed bales
12905	Cloth winding boards, wooden, solid
13010-A Sup. 21	Cloths or rags, wiping (cloths or rags, cleaned, sterilized or otherwise made sanitary for wiping), in machine pressed bales or machine pressed in boxes
13015	Coal, ground
13020	Coal briquette binder
13025	Coal or coal briquettes, anthracite, bituminous, blacksmith, cannel or lignite, noibn
13030	Coal saving compounds, dry
13038	Cocoa bean shells, ground, in bulk in bags
13039	Cocoa bean shells, not ground, in bulk in bags, barrels or boxes
13040	Cocoa press cake, containing not to exceed 15% butter fat, having value only for live stock feed mixtures or for fertilizer purposes
13045	Cocoa press cake, containing not to exceed 15% butter fat, having value other than for live stock feed mixtures or other than for fertilizer purposes
13047	Cocoa press cake meal, containing not to exceed 10% butter fat and having value only for fertilizer purposes

[fol. 1482]

13060	Coke, creosote, pitch or tar, not activated carbon
13065	Coke, dust or breeze
13070	Coke, gas house
13075	Coke, noibn
13100	Chimney bonnets, caps, tops or top bases, clay
13105	Chimney flues or pipe, or chimney or flue linings, clay
13110	Conduits or conduit connections, for underground work, cement or concrete
13115	Conduits or conduit connections, for underground work, clay or terra cotta
13120	coping, wall, clay
13125	Drain tile heads, concrete
13130	Pipe, concrete, reinforced
13135-B Sup. 21	Pipe, sewer, or sewer pipe fittings, clay, concrete or earthen
13155-A Sup. 35	Tanks, septic, clay
13160-A Sup. 35	Tanks, septic, reinforced concrete
13165	Thimbles, stove pipe, clay
13175	Tile, drain, or drain tile fittings, clay or earthen
13180	Tile, drain, or drain tile fittings, concrete
13185	Tile, drain, or drain tile fittings, clay, concrete or earthen

[fol. 1483]

Exhibit No. 1—Continued

Item No.	Commodity
13257	Cocks or valves, including gate valves, noibn, or parts, noibn, iron or steel body, lead lined, not plated
13270	Conduits or pipe, cement, containing asbestos fibre
13295	Conduits or conduit connections, flexible, steel, for other than underground work
13300	Conduits or conduit connections, wooden, lined or not lined (bored timber, inside diameter 4 inches or less), for underground work
13310	Couplings, conduit or pipe, cement, containing asbestos fibre
13350	Hydrants or fire plugs
13375	Pipe, iron or steel, cast, noibn
13380	Pipe, iron or steel, cast, wood lined
13385	Pipe, iron or steel, covered or lined with cement mortar
13390	Pipe, iron or steel, lead covered or lined
13420	Pipe, noibn, wrought iron, enameled, outside diameter 8 inches or over
13425	Pipe, stove, sheet iron, steel or tin plate, side seams not closed, nested
13435-A Sup. 21	Pipe, wrought iron, insulated, fibreboard or iron jacketed
13450	Pipe coils, noibn, iron or steel
13500	Pipe fittings, noibn, iron or steel, wood lined
13550	Pipe or elbows, heating furnace (air or smoke flues), sheet iron, steel or tin plate, including angles, collars, offsets, shoes and stackheads, single, side seams not closed, nested
13560	Pipe or pipe casing, wooden, bored or built-up, lined or not lined, inside diameter 6 inches or less
13600	Pipe or tubing, iron or steel, plate or sheet, noibn, 7 gauge or thicker, inside diameter 3 inches or less
13605	Pipe or tubing, iron or steel, plate or sheet, noibn, 16 gauge or thicker, but not thicker than 8 gauge, inside diameter 3 inches or less
13613	Pipe or tubing, iron or steel, plate or sheet, noibn, 22 gauge or thicker, but not thicker than 17 gauge, inside diameter 3 inches or less
13658	Rings, thread protecting

[fol. 1484]

13705	Stop cock or valve indicator posts
13720	Supports, iron or steel, consisting of anchors, arches, brackets, chairs, rests, rolls or sleeves
13727	Thimbles, stove pipe, iron or steel, cast, in barrels, boxes or crates
13728-A Sup. 40	Thimbles, stove pipe, iron or steel, sheet or plate, or tin plate, side seams not closed
13735	Traps, grease or gas, iron or steel body, weighing each less than 25 lbs. or weighing each 25 lbs. or over

Exhibit No. 1—Continued

Item No.	Commodity
13760	Cones, fir or pine, green
14005	Cores, foundry, iron
14020	Bark dust (cork bark refuse)
14110	Corn cob bran, flakes, flour or meal, or corn cob products, noibn, not further processed than crushed, cut or ground
14125	Corroding pots, clay
14145	Cotton, noibn, in compressed bales
14195	Cotton linters, other than bleached or dyed, in bales compressed to 15 lbs. or more per cubic foot
14210	Cotton seed hull fibre or shavings, other than bleached or dyed, in machine pressed bales
14215	Cotton seed hulls, not ground
14330	Crucibles or scorifiers, clay
14505	Buttermilk, noibn, in glass in barrels or boxes, or in bulk in barrels
14825-A Sup. 35	Dental investment compound
14830	Dental plaster, suitable for making dental casts or molds, in bulk in bags, barrels or pails
14905	Depilatory, tanners' (compound for removing hair from hides), noibn
14910	Dextrine-dextrose compound
14915	Dextrine or British gum, dry
14920	Dextrine or British gum, liquid

[fol. 1485]

14935	Dip, animal or poultry, noibn, liquid, in barrels
14945	Discs, tin plate, noibn
14957	Distillery molasses residuum (residuum from molasses distillation), dry
14958	Distillery molasses residuum (residuum from molasses distillation), liquid
14965	Dolomite, roasted (refractory dolomite, in granular form, treated or untreated, clinkered, or burned to a dead state)
14975	Drain pits, automobile, steel, KD
15240-A Sup. 35	Condition powders, regulators or tonics, animal or poultry, including condimental or medicinal feeding compounds or preparations for animals or poultry, noibn
15460	Kelp, dried or ground
15480	Talc, pigmented
15490	Water, mineral, concentrated or fortified, in bulk in barrels
15592	Egg yolks, tanners', in barrels
16060	Platforms or seats, pole, KD or folded
16310	Excelsior, wood, in machine pressed bales
16320	Exhibition benches or kennels, dog or poultry, KD flat or folded flat
16455	Extracts, chestnut or quebracho, dry, in barrels or boxes
16460	Extracts, chestnut or quebracho, liquid, in barrels
16485	Extracts, sumac

Exhibit No. 1—Continued

Item No.	Commodity
16495	Extracts, tanning, noibn, liquid or paste, in barrels
16570	Bins or cribs, grain storage, wood and wire combined
16575	Bins or cribs, grain storage, wooden, in flat sections
16670	Clamps, hay rack, iron
16777	Hog oilers, concrete
Sup. 37	
16825	Mangers (feed boxes), or troughs, feeding or watering, without automatic water check attachments, plate or sheet, noibn, 13 gauge or thinner, KD flat
[fol. 1486]	
16840	Mangers (feed boxes), troughs, feeding or watering, cement, earthenware, stoneware or stone, LCL, in barrels, boxes or crates
16900	Silo door frames, reinforced concrete
16920	Silos, wooden, KD
16945	Stall gutters, cast iron
16980	Staves, cement, silo, grain bin or water tank
17070	Alfalfa, chopped
17075	Bakery refuse or sweepings
17080	Bean, pea or seed refuse or screenings
17085	Beet pulp, dry
17090	Beet pulp, wet
17100	Beet sugar final molasses
17105	Biscuits, dog, whole, broken or ground
17110	Black strap molasses meal
*17130	Charcoal, ground or crushed
17135	Cheese waste or scraps, unfit for human food
17165	Distillers' slops, liquid
17180	Feed, animal or poultry, prepared, noibn
17195	Fish meal, fish roe meal or fish scrap, ground, pulverized or screened
17197	Fish oil residuum (fish press water)
17210	Fruit peel or pulp, citrus, dried and flaked or granulated
17230	Hydrol (corn sugar final molasses)
12735	Meal, alfalfa, clover, kudzu, lespedeza, peanut vine, sorghum, soybean vine or velvet bean
17237	Meal, corn shuck or husk
Sup. 35	
17240	Meat or fish or a mixture of meat or fish and cereals or vegetables, other than dehydrated
17242	Milk, other than condensed or dried
*17115-A	Blood flour; blood, bone meal; dry rendered tankage; feeding tankage, noibn, or dry meat scraps
[fol. 1487]	
17245	Milk, buttermilk whey, condensed or dried
17260	Milk powder scrap, cake or ground
17265-A	Mineral mixtures, animal or poultry feeding
Sup. 40	
17275	Mustard bran or tailings

Exhibit No. 1—Continued

Item No.	Commodity
17285	Oil cake flakes, soybean
17295	Oil cake or oil cake meal, cocoanut, palm kernel, peanut, sesame, safflower seed, soybean, or sunflower seed
17300	Oil cake or oil cake meal, corn, cotton seed, linseed (flax seed) or oil cake or meal, noibn
17305	Pea bran
17310	Peanut chaff (peanut skins)
17330	Peanut hulls, ground
17335	Peanut hulls, stems or roots, not ground
17340	Rice bran, rice meal or rice polish
17345	Rice hulls, ground
17350	Rice hulls, unground (rice chaff)
17360	Sour skim milk
17370	Tomato refuse from canneries
17375	Whey refuse (milk albumen), dry
17380-A Sup. 40	Yeast, residual, dry
17390	Feldspar
17407	Fencing, wood and wire combined
17455	Fibre, cocoanut husk (cocoa or coir fibre), noibn, in bales machine pressed to 20 lbs. or more per cubic foot
17480	Fibre, jute butts, jute lashings, jute rejections or benares sunn
17805	Fish scrap, noibn, dry, not ground, pulverized nor screened, or acid fish scrap
17820	Flax seed (linseed), ground
17840	Flax straw or hemp stalks, partially decorticated, in machine pressed bales

[fol. 1488]

17845-A Sup. 21	Flintstone linings (silex linings)
17850-A Sup. 21	Flintstone, silica or quartzite pebbles
17855	Flocks, cotton, in machine pressed bags or bales
17885	Carpet lining, paper, including felt paper, indented or plain
17970	Floor sweeping compound, not disinfectant
18075	Flue dust, petroleum fuel oil
18085	Fluorspar
18155	Baking powder
18180	Beverages, flavored or phosphated, noibn, not including extracts, syrups, nor alcoholic liquors
18190	Bread, brown, date and nut, or pumpernickel
18195	Bread making compounds, noibn
18200	Brewers' milk yeast food
18235-A Sup. 21	Cider or apple juice, other than frozen
18240	Citrons or lemons, in brine
18245	Clam or oyster juice
18275	Coffee, green

EXHIBIT No. 1—Continued

Item No.	Commodity
18285	Coffee, roasted, ground or not ground
18295	Coffee, substitute, cereal, fruit or vegetable, noibn, or chicory, roasted, crushed or ground
18300-A Sup. 21	Dessert preparations, such as ice cream, jelly, pie or pudding preparations, other than frozen, noibn
18315	Dill weed, pickled
18345	Fish, corned, dried, dry salted or smoked
18350	Fish, pickled
18355	Fish or shell fish, cooked or pickled, preserved, dried, dry salted or smoked, noibn
18360	Fish balls
18365	Fish roe, cooked, pickled or preserved, other than caviar

fol. 1489

18375	Flour, cassava, sago or tapioca
18380	Flour, potato
18385	Flour, rice
18390	Flour, grits or meal, soybean
18395-A Sup. 21	Flour or corn meal, edible, noibn
18430	Fruit, canned or preserved, in juice or syrup, or in liquid other than brine or alcoholic liquor; crushed fruit; fruit butter, jam, jellies or pulps
18480	Gravy
18495	Honey, comb, granulated or strained
18505	Honey and cane or corn syrup mixture
18515	Jams, jellies or preserves, edible, noibn
18520	Jelly, corn syrup
18530	Juice, citrus fruit, other than frozen
18545-A Sup. 21	Juice, grape, other than frozen
18550-A Sup. 21	Juice, pineapple, other than frozen
18555-A Sup. 21	Juice, prune, other than frozen
18560	Macaroni, noodles, spaghetti or vermicelli
18565	Macaroni, noodles, spaghetti or vermicelli, prepared, with or without cheese, meat or vegetables
18570	Macaroni, noodles, spaghetti or vermicelli and cheese, with or without sauce
18575	Malt, crushed, malt syrup or liquid malt extracts, beverage preparation
18590	Malt extract, liquid
18600	Meats, cooked, cured or preserved, with or without vegetable, milk, egg or fruit ingredients, noibn
18610	Milk, cream or buttermilk, powdered or flaked, with or without vegetable fats not exceeding 1% by weight

[fol. 1490]

Exhibit No. 1—Continued

Item No.	Commodity
18612	Milk, sterilized
18615	Milk or buttermilk, condensed or evaporated, liquid or paste, with or without vegetable fats
18640	Milk solids, powdered or flaked
18645	Mince meat
18660-A Sup. 35	Molasses, noibn, or syrup, not medicated, noibn
18670	Mushrooms, canned or preserved in liquid
18685	Olives
18690	Peanut butter (peanut paste)
18700	Peel, citrus fruit, in brine
18705	Pickles, noibn
18730	Prune concentrate
18735	Puddings
18740	Rice, brewers'
18745	Rice, cleaned, whole or broken
18750	Rice, rough
18765	Salads, fish, macaroni, meat or vegetables
18770	Salt, common (sodium chloride), food curing or flavoring
18775	Sandwich spreads, noibn
18780-A Sup. 21	Sauerkraut, sauerkraut brine or sauerkraut juice, other than frozen
18785	Sausage, noibn, cooked, cured or preserved
18805	Soup ingredients (soup mix)
18810	Soups, including broths or chowders
18815	Soybean milk compound
18820-A Sup. 21	Sugar, beet or cane, other than raw
18825	Sugar, beet or cane, raw
18840-A Sup. 21	Sugar, corn or wheat, granulated or powdered

[fol. 1491]

18845	Sugar, corn, other than granulated or powdered
18852-A Sup. 21	Sugar, invert
18865	Syrup, coloring, burnt sugar (caramel)
18870-A Sup. 21	Syrup, corn or wheat, unmixed (glucose)
18880	Syrup, malt or malted, not medicated
18885	Table sauces, noibn, including catsup, prepared horseradish, prepared mustard, pepper sauce or salad dressing
18895	Tortillas
18897	Vegetable dinner ingredients, consisting of dry vegetables and other ingredients
18910	Vinegar
18925	Water, mineral, noibn, or plain, not flavored nor phosphated, other than carbonated

Exhibit No. 1—Continued

Item No.	Commodity
18935	Whey, noibn, condensed
18940	Whey, noibn, powdered
19010	Foundry core compounds, noibn, dry
19015	Foundry core compounds, noibn, liquid
19020	Foundry facings, noibn
19045	Foundry flour (grain flour mixed with gypsum, limestone or similar material)
19120	Apples, dried or evaporated
19130	Beans, edible, noibn, dried
19145	Beans, soybean or velvet dried
19150	Bean meal, noibn, dried
19160	Fruits, dried or evaporated, noibn, not candied, crystallized, glaced nor stuffed
19170	Lentils, peas or split peas, noibn, dried
19180	Pea meal
[fol. 1492]	
19190	Peas, Canada, field, dried
19195	Peas, cow, dried
19200	Peas, roasted, dried
19250	Artichoke tubers, beets without tops, carrots without tops, parsnips without tops, pumpkins, radishes without tops, rutabagas without tops, turnips without tops, or winter squash
19275	Cabbage
19320	Dasheens (Malangas)
19365	Onion sets
19370	Onions, without tops
19400	Potatoes, sweet, or yams
19405	Potatoes, other than sweet
19458	Furfural residue
Sup. 21	
20520	Corner locks, fasteners, hooks or pins, bed rail, steel
20610	School desk or seat parts, or settee or theatre chair parts, iron
20616	Sides, chair, bar steel, U-shaped, unfinished
20875	Ganister rock, ground
20880	Ganister rock, not ground
20910	Garnet rock, ground
20915	Garnet rock, not ground
[fol. 1493]	
21135	Building slabs, opaque glass, noibn, over 5/16 inch thick, with or without backing
21140	Cullet (broken glass)
21145	Glass, crushed, ground or powdered, not including enamel or frit

Exhibit No. 1—Continued

Item No.	Commodity
21200-A Sup. 40	Glass, rolled, plain, colored, opalescent or opaque, chipped or figured, acid dipped, ground, sand blasted, metalized, tempered, wired or not wired, not flashed, framed, leaded nor polished, or sheet prism, not flashed, framed, leaded nor polished, not bent
21245	Skylight, roofing or sidewall construction material
21335-A Sup. 35	Bottles, demijohns or jars, glass, old
21350	Carboys, glass, old
21545	Tops, counter or table, opaque glass, noibn, over 5/16 inch thick
21595	Glue, casein, dry
21600	Glue, casein, liquid
21610	Glue, noibn, dry
21615	Glue, noibn, jelly
21620-A Sup. 21	Glue, noibn, liquid
21625	Glue base, consisting of oil cake meal, lime and soda ash
21630	Glue stock, consisting of bacon skins or rinds, fleshings, hide trimmings, horn pith, pizzles or sinews, dry
21635	Glue stock, consisting of bacon skins or rinds, fleshings, hide trimmings, horn pith, pizzles or sinews, green
21650	Barley
21655	Buckwheat
21660	Corn, noibn, not shelled
21665	Corn, noibn, shelled
21670	Grain sorghums
21675	Oats

[fol. 1494]

21685	Pop corn, not popped, in the ear or shelled
21690	Rye
21695	Spelt
21700	Wheat
21720	Barley, pearled
21725	Barley or grain skimmings, malthouse
21730	Bran, noibn
21735	Feed, gluten
21740	Grain, roasted, whole, crushed, granulated or ground, noibn
21745	Grain feed, noibn
21750	Grain flour, noibn
21760	Grain flour, self-raising
21770	Grain screenings
21775	Grains, spent, dried
21780	Grains, spent, wet
21785	Grits, bakers' or brewers', flaked
21790	Grits, bakers' or brewers', granulated or refined
21795	Grits, noibn
21800	Groats

Exhibit No. 1—Continued

Item No.	Commodity
21805	Hominy, other than canned or flaked hominy
21810	Hulls, barley, buckwheat or oat
21815	Malt
21820	Malt flour
21825	Malt sprouts
21830	Meal corn
21835	Meal, gluten
21840	Middlings or shorts
21845	Oat clippings

[fol. 1495]

21855-A	Graphite
Sup. 21	
21870	Brick, graphite, noibn
21872	Brick or briquettes, graphite, iron or steel alloying, not machined
21887	Nozzles or stopperheads, graphite
21925	Chaft (lead or zinc mine refuse)
21930	Floor tile, stone, cast or natural, noibn
21940	Gravel, noibn
21945	Rock, bituminous asphalt
21950	Sand, noibn
21955	Slag, granulated, lump or pulverized
21965-A	Slate, blocks, pieces or slabs, noibn
Sup. 21	
21970	Slate, crushed, ground dust or scrap
21975	Slate, enameled, marbelized or painted
21980	Slate, roofing
21990	Soapstone or talc, crude, blocks, pieces or slabs, rough quarried or not further finished than sawed or chipped on four sides
22000	Soapstone or talc, crude, ground or dust
22005	Soapstone or talc slabs, dressed, or forms, noibn
22010	Stone, cast or natural, noibn, blocks or pieces, carved, honed, lettered, polished or traced
22035	Stone, cast or natural, noibn, blocks, pieces or slabs, rough quarried, or not further finished than sawed, chipped or scabbled on four sides
22050	Stone, cast or natural, noibn, slabs, carved, honed, lettered, polished or traced
22055	Stone, cast or natural, noibn, bridge stone, curbing, flagging, paving or rubble
22067-A	Stone, coquina rough bldg blocks
Sup. 21	

[fol. 1496]

22068-A	Stone, coquina, broken, crushed or ground
Sup. 21	
22070	Stone, natural, chips, crushed, dust, ground, powdered or waste, noibn

Exhibit No. 1—Continued

Item No.	Commodity
22075	Stone, natural, cubes, not exceeding 2 cubic inches in size
22076	Stone grinding blocks, pebble mill
22090	Grease, noibn
22105	Grease, lubricating, asphalt base, containing not less than 85% asphalt, melting point 225° F. or higher, in block form
22110	Grease, lubricating, noibn
22280	Gypsum, not calcined, powdered
22285-A Sup. 40	Gypsum, rock, crude or crushed
22470	Animal chains or tie outs, iron
22570	Blocks or braces, shipping, automobile, automobile engine or cable reel, iron
22575	Boards, stove
22645	Bridle blind blanks, steel
22650	Bung discs or covering, sheet metal
22655	Bung fittings, barrel or drum, including bushings, flanges, rings or spuds, iron, with or without gaskets
22665	Bungs or plugs, noibn, iron or steel, without gaskets
22685	Caps, roofing, metal disc
22715	Chains, belting or sprocket, machine finished or silent, steel, pitch (distance between centers of pins) not less than 2.5 inches
22750	Chaplets, foundry, iron
22790	Coke oven doors or frames, iron
22795	Corner braces or mending plates, iron
22845	Fasteners, hoop, steel
22850	Fasteners, roofing, steel
22855	Fasteners, tin, noibn

[fol. 1497]

22860	Fasteners, wood joint, steel
22915	Ferrules, trap screw, iron body with brass fittings
22985-A Sup. 21	Gas cylinder caps or neck rings, iron or steel
23055	Hinge reinforcing plates, steel
23145	Key blanks, iron or steel, in the rough, unfinished
23150	Ladder rungs, steel
23160	Laminations, sheet steel, for magnetic cores, stacked flat or wired or riveted together
23170	Legs, ironing machine, refrigerator or stove, plate or sheet steel, 16 gauge or thicker, unfinished
23190	Lugs or shoes, silo or tank, iron
23275	Pans, iron or steel, noibn, plate or sheet, 16 gauge or thicker, or cast
23285	Plugs, wall, iron
23300	Rings, hog, steel
23325	Roll protectors, iron, taken apart
23340	Sad irons, noibn, with or without stands

Exhibit No. 1—Continued

Item No.	Commodity
23365	Scale testing weights, iron
23370	Screw eyes or screw hooks, iron or steel, noibn
23415	Skids, iron or steel, noibn
23420	Spring clips, fasteners, ferrules or tubes, bed spring, bed spring frame, or spring assembly, steel
23450	Stone boat heads, cast iron or steel
23460	Straps, tin plate, with or without tacks or fasteners attached
23485-A Sup. 21	Tacks, including Hungarian or shoe nails, noibn, steel, with steel heads
23600	Vases, unfinished, iron, not painted nor machined, except that rough burrs may be removed
23625	Weights, governor, hitching, pressure regulator or safety valve, iron

[fol. 1498]

23630	Weights, sash, lead and iron or steel combined
23875	Heat transfer salts
23893	Hemp or flax straw softening compound, liquid
23975	Hides, pelts or skins, not dressed nor tanned, cattle or horse, green, green salted or pickled
23980	Hides, pelts or skins, not dressed nor tanned, cattle or horse, pickled or raw splits (flesh side of split hides)
24000	Hides, pelts or skins, not dressed nor tanned, goat or sheep, green, green salted or pickled
24015	Hog or pig skins or hog or pig hide trimmings, green salted, not frozen
24020	Hog or pig skins or hog or pig hide trimmings, pickled
24050	Switches or tails, cattle or horse, green salted
24072	Hogshead material, wood and wire combined, noibn, not interwoven
24150	Hoof stuffing, earthen or medicated moss peat
24155	Hoofs or horns, animal noibn
24210-A Sup. 21	Hosiery scraps or knit good scraps, having value other than for reclamation of raw materials, in machine pressed bales
24471	Incendiary bomb extinguishing material, dry
24480	Ink, printing
24495	Ink reducing paste
24510	Calcium arsenate or calcium arsenate containing not to exceed 10% by weight of Paris green
24515	Calcium arsenate, lead arsenate, lime or Paris green (Paris green content not exceeding 15% by weight) and sulphur combined, dry
24530	Copper sulphate and lime combined, with or without calcium arsenate or lead arsenate, dry
24532 Sup. 21	Copper sulphate and sulphur combined
24535	Insecticides or fungicides, agricultural, noibn, liquid
24540	Insecticides or fungicides, agricultural, noibn, other than liquid

[fol. 1499]

Exhibit No. 1—Continued

Item No.	Commodity
24550	Lead arsenate, paste
24555	Lime and sulphur combined, dry
24560	Lime and sulphur solution
24572	Sulphur, zinc sulphate and lead arsenate combined
Sup. 21	
24650	Building blocks, concrete or gypsum, with lead insulation or reinforcement
24645	Cement, asbestos
24655	Cement, boiler wall
24665	Cement, insulating, infusorial earth
24670-A	Cement, magnesia
Sup. 35	
24675	Cement, mineral wool (rock or slag wool)
24680	Cement, vermiculite, asbestos and diatomaceous earth combined.
24742	Sound deadening material, felt paper saturated, or not saturated
24815	Iron mass or sponge, gas purifying, not spent
24835	Annealing boxes or pots, or annealing box or pot bottoms, burnt out
24845	Annealing pots, foundry, cast
24880	Barrel or drum bottoms, heads or tops, iron or steel
24885	Bars, muck or puddle, iron or steel
24910	Bars, sheet or tin plate
24915	Bars or rods, iron or steel, noibn, brass, bronze, cadmium or copper coated
24970	Borings, filings, grindings or turnings, iron or steel not granulated, ground nor powdered
24985	Briquettes, iron or steel
24990	Buckles, baling, tie, noibn, iron or steel
25045	Iron or steel, chilled, crushed or granulated
25055	Columns, noibn, iron or steel, other than sheet
25070	Columns, structural, iron or steel, filled with concrete

[fol. 1500]

25090	Dowel pins, noibn, iron or steel
25095	Drippings, spillings or spittings, iron or steel
*25105	Fence post fixtures, wire fence, consisting of brace collars, brace plates
*25115	Fencing, expanded metal
25120	Fencing, in panels
25125	Fencing, wire and iron or steel combined, KD
25140	Flooring, structural, iron or steel
25145	Flue dust, iron or steel
25150	Flumes, iron or steel, KD
25160	Furnace salamanders or ladle skulls
25170	Galvanizing or tinning pans or pots

Exhibit No. 1—Continued

Item No.	Commodity
25175	Girders, noibn, lattice, iron or steel
25205	Inserts, structural, iron or steel
25207-A Sup. 21	Landing mats, or runways, airfield, iron or steel
25225	Machine bed plates, housings or frames made from welded forged plates, in the rough and requiring further machine work to make complete machine part
25240	Mill cinder or mill scale
25245	Molds, ingot, ingot mold stools or bottom plates (sprue plates)
25250	Molds, pig iron
25255	Nails, crate fastener
25260	Nails, horse shoe
25275	Nitre pots, cast iron

[fol. 1501]

25280	Nut locks, noibn
25295	Pig iron
25310	Pins, bridge or drift
25315	Pipe balls, pipe manufacturers'
25320	Pipe billet tubing (rough pipe for seamless tube manufacture)
25335	Plate, sheet or strip, brass, bronze, copper, chromium or nickel coated by electrolytic or hot dipped process, or copped clad
25357 Sup. 37	Plate or sheet, noibn, iron or steel, pitch coated
25360-A Sup. 35	Plate or sheet, iron or steel, noibn, planished, hammer-polished or Russia
25380	Posts, noibn, iron
25390	Props, (supports), mine, iron or steel
25395	Rails, noibn, iron or steel
25400	Retaining wall spacers, stringers or stringer stiffeners, iron or steel
25410	Rings, rolled steel, noibn
25450	Scrap, iron or steel, copper clad
25455	Scrap, iron or steel, not copper clad
25460	Scrap, tin plate or terne plate
25485	Sheet, iron or steel, aluminum coated
25510	Sign bases, iron or steel, with or without threaded holes, but not otherwise tooled or machined
25515	Skelp, iron or steel
25520	Sills, noibn, iron or steel
25540	Staples, noibn, brass, bronze, cadmium or copper coated, or japanned or tinned
25550	Staples, ingot mold
25565	Studding sockets, iron or steel

[fol. 1502]

Exhibit No. 1—Continued

Item No.	Commodity
25625	Tunnel segments, cast iron
25630	Tuyeres, iron or steel
25655	Wheel guards, iron or steel, for protecting corners of buildings
25670	Wire rods, iron or steel, rolled, or chain iron or steel, rolled, not drawn through a die, not in straight lengths, not less than No. 8 gauge nor over 1¼ inches in diameter, which may be transported on open cars without damage from weather, in coils
25680	Iron or steel cleaning compound, noibn, dry
25690	Iron sand; iron, granulated, ground or powdered, noibn; or chilled shot, iron or steel, not ammunition
25710	Ivory, nut or vegetable, meal, scrap or shavings
25733	Kindling, fire, composition
26020	Acid chamber residuum, dry
26025	Acid chamber residuum, liquid or paste
26047	Ashes, lead
26065	Lead, blown or granulated
26080	Lead dross or skimmings
26085	Flue dust, lead
26105	Scrap, lead
26125	Weights, counterbalance, noibn, lead
26130	Weights, sash, lead
26180	Leather, artificial or imitation, scrap, actual value not exceeding 3½ cents per lb.
26205	Leather ash
26210	Leather scrap, not exceeding 3½ cents per lb.
26225	Leatherboard scrap, not exceeding 3½ cents per lb.
26281	Lacithin, oil concentrate, crude
26315	Lignin liquor
26370	Litharge, wet with water

[fol. 1503]

26720	Agricultural implement parts, hand, wooden, noibn, in the rough
26725	Agricultural implement parts, other than hand, noibn, wooden, in the rough
26730	Bark, black oak (stick)
26735	Bark, tan, lead (stick)
26750	Blocks, bobbin (bobbin blanks), wooden
26755	Blocks, boot or shoe last, wooden, unfinished
26760	Blocks, bowling pin, wooden, unfinished
26765	Blocks, brush or eraser, wooden
26770	Blocks, die, wooden
26775	Blocks, mangle roller, wooden, unfinished
26780	Blocks, paving, wooden
26790	Blocks, shuttle, wooden, in the rough
26795	Blocks, spool (spool blanks), wooden, rough trimmed

Exhibit No. 1—Continued

Item No.	Commodity
26800	Blocks or braces, shipping, automobile, automobile engine or cable reel, wooden
26805	Bolts, wooden, excelsior, handle, heading, hoop, shingle, spoke or stave
26810	Box, crate or shipping drum material, wooden, or wooden, fibreboard covered, in shooks or panels, noibn
26815	Cradles, pipe or flume, wooden
26820	Culverts, wooden, KD flat
26825	Doubletrees, eveners, neckyokes or singletrees, wooden, in the rough
26827	Dowels, wooden, in the rough or rough turned
26830	Eave troughs or gutters, roof, wooden
26835	Felloes, wooden, in the rough
26840	Fence pickets, wooden
26845	Flooring squares, wooden, with or without paper backing or metal splines, not wood carpeting nor parquet flooring

[fol. 1504]

26850	Fuel wood or pulpwood
26855	Furniture stock, wooden, noibn, in the rough
26865	Hame sticks, in the rough, wooden
26870	Handles, wooden, noibn, in the rough or rough turned
26875	Heading, head linings, hoop poles, hoops, not coiled, or staves, cooperage, wooden
26880	Hoops, coiled, wooden
26885	Hounds, wooden, in the rough
26890	Hub blocks, wooden, in the rough
26900	Kindling, fire, wood
26905	Lath, wooden
26910	Logs, foreign wood, noibn
26915	Logs, native wood, Canadian wood or Mexican pine
26935	Lumber or veneer, noibn, native wood, Canadian wood or Mexican pine, exceeding 1/16 inch, but not exceeding 1/8 inch thick; and exceeding 1/8 inch thick
26940	Match blocks
26950	Mine props or timbers, wooden
26955	Piling, wooden
26960	Plugs, tie, wooden
26965	Poles, bird house
26970	Poles, vehicle, wooden, in the rough
26975	Poles, wooden, noibn
26980	Poles or stakes, plant, wooden, plain
26985	Posts, noibn, wooden
26990	Rafters, roof, wooden, laminated
26995	Reelheads, wooden
27002-B Sub. 37	Sawdust, wood dust, sanding machine
27005	Shafts, wooden, in the rough

[fol. 1505]

Exhibit No. 1—Continued

Item No.	Commodity
27010	Shingle tow (shingle shavings)
27015	Shingles, wooden
27020	Silo Staves, wooden
27035	Stakes, surveyors', wooden, not painted nor lettered
27040	Staves, cooperage, wooden, with metal hoops attached
27045	Staves, pipe or flume, wooden
27050	Sucker rod poles, wooden, in the rough
27055	Tank staves or bottoms, wooden
27060	Ties, railroad, wooden
27065	Tongues, vehicle, wooden, in the rough
27070	Vehicle or gear woods, in the rough, noibn
27075	Veneer, native wood, paper covered, exceeding 1/8 inch but not exceeding 3/4 inch thick
27080	Wheel rims, wooden, in the rough
27085	Whip handle material, wooden, in the rough
27090	Willow wood
27105	Wood, built-up or combines, noibn, native wood, Canadian wood or Mexican pine
27110	Wood, spent, ground or not ground
27115	Wood, dust, sanding machine
27125	Wood sawdust, noibn
27130	Wood sawdust or shavings, cedarwood
27205	Anvil blocks, power hammer
27315	Balls, crushing or grinding, porcelain
27325	Balls, polishing, steel
27405	Bed plates, iron, noibn, weighing each 500 lbs. or over, not machined
27420	Bits or paints, coal cutting machine, steel, finished or unfinished
27780	Carriers or conveyors (overhaul runways)

[fol. 1506]

28405	Crusher, breaker or grinder parts, coal, ore or stone, noibn
28455	Derrick bases, booms, legs, masts or sills, iron or steel
28480	Dies or molds, cast iron or steel, for stamping metal ceiling, cornice or siding
28590	Elevator buckets, iron or steel
28622	Flights, belt conveyor, steel
28655-A Sup. 21	Box linings (trough linings), spiral screw conveyor, steel
28840	Formers, cast iron, for pressed steel car shapes
28900	Furnace parts, blast or open hearth, iron or steel
29030	Discs, road grader
29080	Scarifier teeth
29175	Hammers, pulverizing mill, steel
29195	Head gates or sluice gates, canal or reservoir, iron, without or with not exceeding 24 inches of pipe or flume attached
29500	Kilns, iron, noibn, KD

Exhibit No. 1—Continued

Item No.	Commodity
29650	Lubricators or grease cups, noibn, other than automatic, iron or steel
29720	Millstones
29880	Stamp mill cams, dies, mortar blocks, mortars, shoes, stems or tappets
30010	Beater bed plates, paper mill
30035	Roller bars, iron or steel, paper mill
30075	Pile driver hammers, drop type
30110	Pile driving caps, wooden
30135	Base plates, floor stands, hangers, journal boxes, wall box frames or wall brackets, power transmission machinery
30310	Tubing, pump, wooden
30535	Roll pinions, rolling mill, iron or steel

[fol. 1507]

30590	Rolling mill housings or tables
30677	Rolls, rolling mill, iron or steel
30765	Foundation frames, scale, steel, KD
30770	Rail stands or rail blocks, scale, iron
31005	Dipper fronts, lips, nose plates, tooth bases or points; or dipper or bucket parts, cast or forged, not machine finished, noibn, A-frame legs, eye bars or truck arch bars, iron or steel, power shovel
31055	Slag pots, not mounted
31065	Soap frames, KD
31365	Loom harness shafts
31385	Picker sticks, wooden
31440	Warp beams, without heads or with heads, old
31445	Warp beams, noibn, including beams with cast iron heads, old
31480	Tractor axle housings, iron, unfinished
31505	Tractor brake drums, without attachments, unfinished
31555	Tractor hubs, without bearings
31560	Tractor lugs, steel
31575-B Sup. 40	Tractor seats, iron or steel, without seat springs or brackets or hydraulic shock absorbers
31585	Tractor tread shoes or street plates
31600	Tractor wheel bands, flanges, rims, rim clamps or wedges
31635	Trench excavating machine buckets or bucket plows, steel
31810	Weights, wheel, iron, weighing each 25 lbs. or over
31845	Wheels, traveling crane, cast iron, single piece, double flange, weighing each 25 lbs. or over
31925	Magnesia refractory, not dead burned
31927	Magnesite, calcined or dead burned
31930	Magnesite, crude

[fol. 1508]

Exhibit No. 1—Continued

Item No.	Commodity
31982	Magnesium metal fluxing or purifying compounds
Sup. 21	
32000	Manure, dog or bird, noibn
32005	Manure, domestic fowl
32010	Manure, guano
32013	Marbles, clay or glass
32014	Marbles, clay, glass or porcelain, noibn
32016	Markers, talc, sawed or chipped
Sup. 35	
32017	Marl
32040	Meal, hoof or horn
32045	Meal, kapok seed
32050	Meal, rape seed
32065	Cocoanut oleine
32070	Cracklings, edible
32080-A	Lard, noibn
Sup. 21	
32115	Meats, cured, noibn, dried, dry salted or smoked
32120	Meats, cured, noibn, pickled
32150	Sausage, cooked, cured or preserved, noibn
32155	Sausage, cooked, cured or preserved, pickled or in brine
32350	Dross or skimmings, babbitt metal
32355	Dross or skimmings, solder
32360	Dross or skimmings, type metal
32370	Electrotype base metal
32460	Residue, zinc lead
32520	Speiss (smelter by-product, containing cobalt-nickel)
32635	Mica, book or rough cobbed
32640	Mica, ground or pulverized
32642	Mica, scrap, having value only for grinding or pulverizing
Sup. 35	
32680	Mineral pulp, papermakers'
32717	Mold developer (liquid corn solubles)
Sup. 21	

[fol. 1509]

32888	Motor fuel, noibn
32897-A	Mud or compounds, gas or oil well drilling
Sup. 21	
33110	Mussel meat, not edible, dry
33185	Dross, nickel
33465	Nozzles, sleeves or stopper heads, clay
33610	Oakum
33715	Oil well drilling mud treating compounds
33740	Arms, cants, handles or pins, band, bull or calf wheel, wooden
33765	Blocks, pull rod, wooden
33770	Blocks, underreamer dressing

EXHIBIT No. 1—Continued

Item No.	Commodity
33785	Caps, sand line
33790-A Sup. 35	Casing assemblies, well
*33860	Guides, wire line, wooden
33870	Heads, casing, noibn, well
33970	Post, stroke, iron, well
33980	Protectors, box and pin, well
33985	Rams, bit, well
34230	Creosote (dead oil of coal tar of wood tar)
34240	Fatty acids of vegetable, fish or sea animal oils, noibn, inedible
34255	Fish or sea animal oil, noibn, solidified
34300	Oil foots or sediment, noibn, other than petroleum products
34405	Tall oil (product of acidification of skimmings of soda, or sulphate black liquor), crude
34410	Tall oil (product of acidification of skimmings of soda, or sulphate black liquor), other than crude
34657	Shell packing stops, steel
34682	Osmunda fibre (orchid peat)
*33820	Clamps or grips, casing, pipe, polished rod or pullrod, well

[fol. 1510]

35005	Packing, vegetable fibre, noibn
35020-A Sup. 21	Packing cushions or packing pads, excelsior, grass, hay, straw, or shredded or macerated paper, in machine pressed bales
35200	Blue, ultramarine, lumps or powdered
35320	Mortar color, noibn, dry
35325	Mortar color, noibn, paste or pulp
35330	Ochre, dry
35370	Rust preventive pipe line coating, asphaltum, coal tar or pitch base, other than asphaltum or coal tar paint or varnish
35375	Smalts, painters
35385	Whitewash, dry
35470	Paper, building, roofing or sheathing, including felt paper, saturated or not sturated
35550	Government pulp (macerated paper currency pulp)
35655-B Sup. 21	Paper, scrap or waste, not sensitized
35695	Paper, wall, unfinished
35782	Paper, coated with bird gravel or bird sand
35830	Box straps or strapping, fibreboard
35845	Bungs or plugs, noibn, pulpboard
35930	Cores or tubes, paper or paperboard or compressed pulp, with or without metal ends, noibn, walls .225 inch or more in thickness
36310	Paper filler, noibn

Exhibit No. 1—Continued

Item No.	Commodity
36335	Paste, adhesive, noibn, in bulk in barrels
36340	Paste, casein, dry, noibn
36345	Paste, casein, noibn, other than dry
36350	Paste, flour (dry paste flour), with or without chemical ingredients
36355	Paste, starch or dextrine (dry starch or dextrine paste), with chemical ingredients

[fol. 1511]

36375	Peat, noibn, ground or not ground
36380	Peat briquettes
36466	Petroleum cumene
Sup. 21	
36470	Petroleum treating compounds, noibn, crude, for separating water from crude oil
36475	Phosphate, basic
36480	Phosphate rock, crude, ground or pulverized
36546[1]	Bar grounds, magnesite, sand and saw dust combined
Sup. 35	
36546[5]	Spot grounds, steel, with wooden blocks attached
Sup. 35	
36546[6]	Spot grounds, steel, without wooden blocks
Sup. 35	
36550	Plugs, paper roll, asphalt composition or pressed wax paper
36845	Sinks, cast iron, without legs or with legs detached
37085	Cross arm braces, wooden, metal parts attached if not exceeding 5% of entire weight
37095	Cross arms, wooden, with braces, brackets or insulator pins attached
37100	Cross arms or cross arm braces, wooden
37130	Insulator brackets or pins, wooden
37152	Pole steps, wooden
37155	Protectors, cable, ground or guy wire, wooden, with or without metal wires attached
37195	Polishing wheel cement or glue, or polishing wheel cement thinner
37325	Posts, bumping
37335	Posts, lamp, cement or concrete, without metal trimmings
37340	Posts, lamp, iron, without electric fixtures
37355-B	Poultry litter or horticultural mulch, noibn
Sup. 37	
37360	Poultry or pigeon grit

[fol. 1512]

37398-C	Books, second-hand, for distribution to the armed forces
Sup. 36	of the United States
37636	Type, metal, old, worn out
37670	Pumice stone, crude or ground
37700	Pyrophyllite, crude, ground or not ground

Exhibit No. 1—Continued

Item No.	Commodity
37730-D Sup. 35	Soldiers' rations
37745	Quicksilver flasks, iron
37760	Racks, automobile car decking, iron, KD, or wooden, KD or flat
37965	Angle bars or plates, railway track, iron or steel
37070	Anti-creepers or stays, railway track, iron or steel
37975	Arch bars, railway car or locomotive
38010	Base plates, railway track, iron or steel
38020	Battery storage boxes, chutes, vaults or wells, concrete
38025	Bearings, car bolster plate, with or without rollers
38050	Body or truck bolsters or buffers, railway car or locomotive
38065	Boxes, journal, without bearings, railway car or locomotive
38080	Brake beams, railway car or locomotive
38095	Brake shoes or brake shoe parts, railway car or locomotive
38100	Brakes, steel, noibn, railway car or locomotive
38105	Bumpers, railway track, iron or steel
38130	Car roofs, KD, or roof parts, noibn, steel
38140	Carlines, single, railway car or locomotive
38370	Coupler knuckles, railway car or locomotive
38375	Couplers, railway car or locomotive
38380	Coupling pins, railway car or locomotive
38385	Cross ovens, railway track, iron or steel
38390	Cross tie fastenings, railway track, iron or steel
38395	Cross ties, railway track, iron or steel

[fol. 1513]

38405	Crossing foundations, railway track, iron or steel
38410	Crossings, railway track, iron or steel
38425	Cylinders, locomotive, in the rough
38450	Derailers, railway track, with or without flags or targets, iron or steel
38460	Draft gear or rigging, railway car or locomotive
38465	Draft or coupler yokes, railway car or locomotive
38470	Draw bridge guides, railway track, iron or steel
38505	Ends, car, steel or steel and wood combined
38530	Floors or sills, car, steel
38535	Foot guards, railway track, iron or steel
38545	Frames, locomotive, in the rough
38550	Frog filler or filler blocks, railway track, iron or steel
38555	Frogs, railway track, iron or steel
38570	Grain door, railway car
38575	Guard rail clamps, railway track, iron or steel
38580	Guard rails, railway track, iron or steel
38585	Guards, cattle, clay or concrete
38610	Journal box pedestal liners, steel, railway car or locomotive
38675	Log bunks, flat car
38705	Plates, center or spring, railway car or locomotive
38720	Rail anchors, railway car, iron or steel

Exhibit No. 1—Continued

Item No.	Commodity
38727	Rail bond socket terminals, iron or steel
38740	Rail braces, chairs, guards, joints or yokes, railway track, iron or steel
38745	Rail filler blocks, wooden
38750	Rail joints, insulated, iron, wood and insulating material combined
38755	Rail shims, wooden

[fol. 1514]

38760	Rails, railway track, iron or steel
38790	Railway tie anti-checking irons
38800	Refrigerator car bunker grate bars or bunker bulkhead sections, plate iron or steel
38802	Refrigerator car bunker grates, plate iron or steel
38805	Reinforcing or splice bars, railway track, iron or steel
38810	Replacers, railway car or locomotive, steel
38870	Smoke box fronts, locomotive
38915	Springs, railway car or locomotive, steel
38920	Stakes or stake pockets, car, steel
38925	Stand pipes or water cranes, railway
38935	Steppers, car, iron or steel, corrugated
38945	Switch points or stands, railway track, iron or steel
38950	Switch targets, railway track, iron or steel
38955	Switches, railway track, iron or steel
38965	Tie bolts, railway track, iron or steel
38970	Tie plates or tie rods, railway track, iron or steel
38980	Tires, railway velocipede, steel, in bundles
38985	Track bolts, nut locks, nuts or washers, railway track, iron or steel
38990	Track spikes, railway track, iron or steel
38995	Track wedges or turnouts, railway track, iron or steel
39030	Trolley poles, without attachments
39040	Truck frames or sides, railway car or locomotive, steel
39045	Trucks, without motors, railway car or locomotive, KD
39060	Underframes, car, steel
39065	Underframes, car, steel with composition, steel or wooden floors, or steel with hopper bottoms attached
39070	Underframes, locomotive or locomotive tender, steel
39115	Wheels, railway car or locomotive, wooden center or spokes, steel tired

[fol. 1515]

39230	Rennets, calf (calf stomachs), green or green salted
39245	Retarder, plaster or stucco
39252	Retorts, iron or steel, noibn
39270	Rock, borate, calcined
39275	Rock, borate, crude
39305	Rolls, field, lawn or road roller, concrete or stone
39315	Building, roofing or sheathing paper, asbestos, including felt paper, saturated or not saturated, not coated nor corrugated

Exhibit No. 1—Continued

Item No.	Commodity
39320	Cement, roofing tile
39335	Eave filler strips or flashing blocks, asphalt composition
39337	Eave filler or flashing blocks, rubber composition
39340	Roofing, composition or prepared, noibn
39347	Roofing, steel corrugated, pitch coated
Sup. 37	
39360	Roofing or sheathing, steel, asbestos and asphalt coated, with or without aluminum, copper or cement facing
39400	Roofing Cleats, steel
39405	Shingles, cement, plaster and fibre composition with fibre-board back
39415	Shingles, steel, asbestos covered
39420	Shingles, tin plate
39430	Shingles or siding, asbestos, hard (artificial stone shingles, siding or slates)
39435	Shingles or siding, asphalt
39450	Tile, roofing, clay, concrete or earthen, noibn
39470	Cassava roots, not ground nor powdered
39560	Roots, soap weed or yucca, not ground nor powdered
39580	Rosin
39590	Rosin paste (rosin and not to exceed 10% of rosin or vegetable oils mixed)
395600	Rottenstone
39602	Rovings, jute
Sup. 21	
39610	Rubber nut kernel meal
39670	Rubber, reclaimed, dispersed, liquid or paste

[fol. 1516]

39675	Rubber, reclaimed, noibn
39680	Rubber, scrap, hard rubber, pulverized
39685	Rubber, scrap, noibn
39715	Scrap tires, mounted on steel rims or not mounted, having value only for reclamation of raw materials
39765	Tires, pneumatic, old, used, having value only for repair
39815	Vault linings, steel
39895	Seeds, apricot (apricot pits)
39907	Seeds, blue lupine
Sup. 21	
39960	Seeds, cotton
39985	Seeds, flax (linseed)
39995	Seeds, grape or raisin
40045	Mustard seed, wild
40060	Peach seeds (peach stones)
40065	Peas, Austrian winter
40067	Peas, caley or singletary (wild winter peas)
Sup. 35	
40085	Seeds, safflower
40090	Screenings, flaxseed

Exhibit No. 1—Continued

Item No.	Commodity
40115	Sorgo seed (sweet sorghum)
40120	Suday grass seed
40180-A Sup. 21	Sewer pipe joint compounds, noibn, asphalt
40385	Pail or tub ear blanks, sheet steel
40505	Shells, clam, mussel or oyster, not crushed nor ground
40510	Shells, cocoanut
40520-A Sup. 21	Shells, coquina, broken, crushed or ground
40522 Sup. 35	Shells, crab, ground (crab shell meal)

[fol. 1517]

40530	Shells, fruit pit, not ground
40535	Nut hulls or nut shells, noibn
40545	Shells, scallop
40555	Shells, shrimp, ground (shrimp meal)
40770 Sup. 21	Silica gel, spent
40775	Silica, noibn, or silex, noibn
40776	Silicon carbide, briquettes
40777	Silicon carbide, crude
40778	Silicon Carbide, noibn (not flour nor grain abrasive)
40805	Sizing, casein
40810	Sizing, noibn
40815	Sizing, rosin
40830	Skins or rinds, smoked bacon or ham, other than glue stock
40845	Smoke flue cleaning compounds, dry
40880	Soapstone or talc linings, fire box or furnace
40885	Sod, chopped or not chopped
40910-A Sup. 21	Softener, cotton, rayon, silk or wool, noibn
41085	Springs, noibn, steel, other than wire, coiled, made of steel 5/16 inch or over in thickness
41090-A Sup. 35	Springs, noibn, steel, other than wire, elliptic or semi-elliptic, horse drawn or motor vehicle or tractor
41197	Starch, liquid
41198	Starch, noibn
41199	Starch substitutes, inedible
41201	Starting cranks, internal combustion engine
41300	Stearic acid
41305	Stearine, animal, noibn
41370	Stoppers, carboy, clay

[fol. 1518]

41385	Straw pulp
41437	Sulphate black liquor skimmings (not acidified or otherwise processed)
41440	Sulphur (brimstone)

Exhibit No. 1—Continued

Item No.	Commodity
41482	Talc, pigmented
Sup. 37	
41535	Tallow, animal
41545	Tankage, garbage, dry
41550	Tankage, noibn
41620	Cisterns, tanks or vats, wooden, noibn, KD
41695	Tanks, iron or steel, lined with lead, KD
41740	Tanks, metal pickling, wooden, KD
41915	Tile, asphalt composition
41925	Tile, brick or stone facing, mounted on pulpboard
41925	Tile, brick or stone facing, mounted on pulpboard
41935	Tile, clay or earthenware, glazed or not glazed, noibn, with or without backing
41945	Tile, concrete
41967-A	Tile, quarries, flooring, paving or promenade
Sup. 40	
41975	Tile, slag, granular
42000	Tin, dross, skimmings or sweepings
42025	Tire fabric, rubber impregnated, used (pieces of fabric stripped from worn-out pneumatic rubber tires, have value other than for reclamation of raw materials), not skived
42045	Tobacco, cuttings or scraps
42045	Tobacco, leaf
42055	Tobacco, siftings
42060	Tobacco stems, ground
42065	Tobacco stems, not ground
42070	Tobacco sweepings
42135	Anvils
42165	Bars, claw, crow or wrecking

[fol. 1619]

42170	Bars, tamping, noibn, iron or steel
42270	Car movers or pushers, hand
42340	Cotton stowing screws, steel
42390	Excavation braces, extension, iron
42425	Foundry skimmer bars, iron
42470	Grindstone frames, KD
42475	Grindstones, natural stone
42505	Holystones
42510	Hooks, grab, hoist, sling chain or slip, iron
42530	Jack bases, traversing
42532	Jack or jack screw parts, noibn
Sup. 35	
42535	Jacks or jack screws, noibn, not wheeled
42555	Last forms or stands
42565	Lasts, iron, finished
42595	Mandrels, blacksmiths' (blacksmiths' cones), iron or steel
42615-A	Mattocks, without handles

Exhibit No. 1—Continued

Item No.	Commodity
42615-A Sup. 40	Mattock, without handles
42625	Mauls, picks or sledges, without handles
42685-A Sup. 21	Pallets, brick or cement, or concrete block or concrete sewer pipe, iron
42690-A Sup. 21	Pallets, brick or cement, or concrete block or concrete sewer pipe, wooden
42800	Saws, foundry core, not further finished than stamped, hand
42845	Sheep sets
42890	Sprags, wooden
42915	Stokers, hand, KD
42925	Stones, rubbing, noibn, sandstone
42930	Stones, rubbing, noibn, other than sandstone
42935	Stones, scythe

[fol. 1520]

43050	Vises, iron or steel
43060	Wedges, noibn, iron
43065	Wedges, noibn, wooden
43070	Whetstones, noibn, sandstone
43100	Wrenches, noibn, without attachments
43220	Tree or weed killing compounds, noibn
43320	Tuyeres, clay
43382	Vegetable fibre pulp, noibn
43625	Stone boats, horse-drawn or trailer, not wheeled
43840	Axle boxes or skeins, iron
43845	Axle or spring clips, couplings or staples, noibn
44050	Carriage or wagon castings, forgings or stampings, noibn, for horsedrawn vehicles
44055	Carriage or wagon irons, noibn, for horse-drawn vehicles
44100	Felloes or wheel rims, wooden, noibn, sawed, not bent, in the white
44105	Fifth wheels or gear sets for horse-drawn vehicles
44165	Hounds, wooden, in the white, ironed or not ironed
44170	House movers' truck bolsters, iron
44175	Hubs for horse-drawn vehicles, iron
44185	Knees, sled or sleigh, iron or steel
44260	Poles or tongues, farm wagons, wooden, in the white, ironed or not ironed
44270	Poles or tongues, noibn, wooden, in the white, ironed or not ironed
44285	Poles or tongues, wooden, for passenger vehicles, in the white, ironed or not ironed, KD
44300	Reaches, wooden, in the white, ironed or not ironed
44360	Shafts, wooden, in the white, ironed or not ironed, KD
44370	Shoes, sled or sleigh, steel
44380	Spokes, wooden, in the white
44630	Wall cleaning compounds

[fol. 1521]

EXHIBIT No. 1—Continued

Item No.	Commodity
44640	Wall paper pulp coloring, noibn
44740-A Sup. 35	Apple cores, pomace, skins or waste, or apple chops (chopped apples), not frozen
44750	Batteries, electric, dry cell, old, spent, having value only for reclamation of materials
44755	Batteries, electric, storage, assembled, old, spent, without chemicals, having value only for reclamation of materials
44757	Barks, tan, ground, spent
44760	Beeswax refuse
44765	Boots or shoes, old, worn out, leather or leather and cloth combined, having value only for reclamation of raw materials
44772	Burlap, old, used, ink stained
44775	Buttons, scrap, used (broken or refuse buttons taken from old clothes or rags)
44790	Carbide of calcium residue
44795	Carpet mill flyings or shearings, in machine pressed bales
44810	Carpets or rugs, old, worn out, having value only for conversion into fibre or for reweaving purposes
44815	Castor bean hulls or stems, ground or not ground
44820	Castor pomace
44835	Cellulose film scrap or waste, in machine pressed bales
44845	Chemically hardened fibre scrap, flexible or hard, such as fibreoid, leatheroid or vulcanized fibre
44855	Cloths or mats or cloth or matting, filter press, hair or wool, old, worn out, other than shredded, in machine pressed bales
44860	Coffee hulls
44870	Cotton motes, gin flue cleanings or cotton sweepings (cotton refuse from gin flues, spinning factories, knitting mills or cotton seed oil mills), in bales compressed to 15 lbs. or more per cubic foot
44875	Crucibles, muffles or scorifiers, clay or silicon carbide, broken but not pulverized
44880	Electrotype plates or electrotype shells, scrap (old worn out or scrapped, having value for remelting purposes only)
44890	Feather refuse or quill clippings, in machine pressed bales

[fol. 1522]

44895	Felt clippings or felt scrap, in machine pressed bales
44905	Fertilizer synthetic gum or resin scrap, with filler, having value only for fertilizer purposes or for its nitrogen content
44910	Fertilizer wool refuse, having value only for fertilizer purposes or for its nitrogen content
44930	Glasshouse pots or tank blocks, broken
44935	Grape pomace, dry

EXHIBIT No. 1—Continued

Item No.	Commodity
44940	Grape pomace, wet
44945-A Sup. 21	Graphite scrap
44970	Hops, spent, in machine pressed bales
44975	Hose, fabric and rubber combined, worn out, unfit for further use as hose but having value other than for reclamation or raw materials
44980	Hulls, velvet bean, ground
44990	Insulators, electric wire, noibn, pottery, broken
44995	Iron mass or sponge, gas purifying, spent
45000	Lac refuse
45010	Loom harness, twine or yarn, old, worn out
45015	Magnesium carbonate, spent, having value only for reconditioning purposes
45020	Meat refuse, non-edible
45035	Oilcloth scrap, trimmings or waste, having value only for reclamation of rags
45065	Pottery, broken or broken saggers (shard)
45070	Printers' roller composition, old, refuse or scrap
45085	Rag or shoddy dust, noibn, in machine pressed bales
45090-A Sup. 21	Rags, noibn, in machine pressed bales
45110	Roots, licorice, ground or powdered, spent
45115	Rope or twine, scrap, consisting of old worn-out rope or twine having value for remanufacturing purposes only
45120	Rubber matting trimmings (waste)

[fol. 1523]

45125	Rubber reclamation residue
45130	Sal-ammoniac skimmings
45135	Saws, band, worn out, cut into short lengths
45155	Stereotype plates, old, worn out, broken or not broken, shipped with type faces unprotected, or scrap, having value for remelting purposes only
45160	Stone stencil compound scrap
45165	Sugar cake mud (refuse from sugar filter presses)
45170	Sweepings, felt mill, in machine pressed bales
45190	Tanning liquor, spent
45205	Tobacco dust, refuse, sand or waste
45220	Waste, alpaca hair, camels' hair, mohair (angora goat hair), or wool waste, noibn, including clips, tags or sweepings, with or without other fibres, actual value not exceeding 6½ cents per pound, in machine pressed bales
45235	Waste, cordage mill, other than cotton, consisting of cordage clippings, fibre bands, dust or sweepings, or old bale wrappers (old Manila matting), in machine pressed bales
45240	Waste, cotton, noibn, in bales compressed to 15 lbs. or more per cubic foot

EXHIBIT No. 1—Continued

Item No.	Commodity
45245	Waste, cotton and flax combined, consisting of card strippings, slasher waste sweepings or threads (refuse of crash mills), in machine pressed bales
45247	Waste, cotton and rayon combined (refuse or sweepings), in machine pressed bales
45250	Waste, flax mill, consisting of combings, scrapings or sweepings, in machine pressed bales
45265	Waste, insulating material, flax fibre or hair, torn in pieces, having value only for reconversion into fibre or hair, in machine pressed bales
45270	Waste, jute, in machine pressed bales, or in rolls
45272	Waste, lubricating grease, asphalt base, containing not less than 85% asphalt, spent
45275	Waste, rayon and silk combined, having value other than for respinning purposes, in machine pressed bales
45280	Waste, rayon (refuse or sweepings), in machine pressed bales
45285	Wine lees, in barrels

[fol. 1524]

45290	Wool rag dust, wool shoddy dust, woolen mill dust, wool duster waste or shoddy duster waste (not including wool fibres not staples), in machine pressed bales
45300	Wood residuum (crude lignin), dry
45315-A Sup. 21	Waste, packing or wiping, manufactured, oiled
45320-A Sup. 21	Waste, packing or wiping, manufactured, cotton, not oiled, in machine pressed bales
45357 Sup. 21	Water, corn steep, liquid
45360	Water, evaporated tank
45375	Water clarifying, hardening, purifying or softening compounds, noibn, dry
45485	Weights, sash, composition, iron or steel jacketed
45490	Welding bars, rods or wire, iron or steel, chromium-manganese coated
45500	Welding compound
45540	Wheel blanks, cog, gear, pinion or sprocket, iron, cast or forged, not further finished than rough machined
45555	Wheel blanks, iron or steel, noibn, cast or forged, not further finished than rough machined
45685	Wire cloth, iron or steel, ½ inch mesh or over
45750	Wood preservatives, noibn, liquid or paste, in bulk in barrels
45767	Wood sawdust or shavings, partly carbonized, wet
45770	Wood splitting preventive compound
45870	Bungs or plugs, noibn, wooden
45890	Capstan bars, wooden
45975	Gambrel sticks, wooden

EXHIBIT No. 1—Continued

Item No.	Commodity
45985	Hame sticks, in the white, wooden
45995	Ice can covers or ice tank frames, wooden
46020	Ladder parts, wooden, in the white
46045	Platforms, noibn, wooden, flat or KD flat
46065	Pulley block shells, wooden

[fol. 1525]

46070	Rims, riddle or sieve, wooden, coiled
46080	Roll protectors: Discs (circular heads), wooden
46085	Rollers, house movers', wooden
46125	Slats, ash can, garbage can or trunk, wooden
46150	Sucker rods or pull rods, wooden, ironed
46185	Trunk box material, in shucks or panels, noibn, wooden
46235	Yard stick or gauge stick blanks, wooden, in the white
46255	Woodpulp, not powdered, noibn
46337	Zinc ashes
46350	Blanks or stampings, noibn, zinc, flat
46365	Zinc dross
46420	Zinc, plate, sheet or strip, noibn
46430	Zinc residue
46435	Zinc Scrap (scraps or pieces of zinc having value for remelting purposes only)
46445	Zinc skimmings

[fol. 1526]

Exhibit No. 2

Statement Showing Items in C. F. C. No. 16 and Supplement Thereto Rated 3rd Class (Col. 70) in Western Classification Territory on Which No Commodity or Exception Ratings Apply

Item No.	Commodity
55	Acid, abietic
60	Acid, acetic, glacial or liquid, in bulk in barrels
75	Acids, noibn, liquid, in bulk in barrels
85	Acid, arsenic, other than fused, in barrels
87	Acid, azelaic, from animal or vegetable fats
90	Acid, boracic
95	Acid, carbolic (phenol)
105	Acid, chromic, in bulk in steel barrels
110	Acid, cresylic (cresol), in bulk in barrels
120	Acid, formic, in bulk in barrels
130	Acid, hydrofluoric
135	Acid, hydrofluosilicic
137	Hydroxy acetic acid
Sup. 21	
140	Acid, lactic, in bulk in barrels
150	Acid, monochloroacetic, in bulk in barrels
155	Acid, muriatic (hydrochloric), in bulk in barrels or rubber drums
160	Acid, nitrating (mixed nitric and sulphuric), in metal barrels
170	Acid, oxalic
172	Acid, pelargonic, from animal or vegetable fats
175	Acid, phospho—Cresylic, in steel drums
180	Acid, phosphoric, in bulk in barrels
185	Acid, phthalic anhydride
190	Acid, propionic, in bulk in barrels
195-A	Acid, pyroligneous, in bulk in barrels.
Sup. 35	
300	Displays, brick or tile facings or tile mounted on panels

[fol. 1527]

355	Agricultural implement parts, hand, noibn, wooden, in the white
365	Cultivators, not wheeled
370	Cultivators, wheeled, KD
375	Cutters, feed, K. D.
390	Distributors, fertilizer, wheeled, KD
395	Drills, hand, agricultural, wheeled, KD
400	Fingers, grain cradle
405	Forks, hand, agricultural, metal lined
415	Grain cradle bodies (cradles without scythes or snaths)
420	Grain cradles
425	Heads, fork, hoe, manure hook, potato hook or rake
430	Hoes, hand, not wheeled
435	Hoes, hand, wheeled, KD

EXHIBIT No. 2—Continued

Item No.	Commodity
445	Hooks, manure or potato
455	Mulchers, wheeled, KD
485	Plows, wheeled, hand, KD
495	Rakes, wheeled, hand, KD
500	Rakes, not wheeled with iron or steel heads
510	Rollers, garden or lawn
525	Seeders, wheeled, hand, KD
530	Shellers, corn, with legs or stands, detachable parts removed
535	Shellers, corn, without legs or stands
545	Snaths, grain cradle or scythe
550	Sod lifters
555	Sorters, onion or potato, KD
565	Trowels, garden
570	Turf edgers
575	Weeders, hand, not wheeled

[fol. 1528]

580	Weeders, hand, wheeled, KD
610	Bean harvesters, KD
615	Beet harvesters, KD
620	Beet lifters, KD
622	Beet loaders, KD
Sup. 21	
625	Beet pullers, KD
628	Beet thinners, KD
Sup. 21	
635	Binders or harvesters, noibn
640	Blue grass strippers, KD
645	Broom corn dumps, KD, or folded flat
650	Clod crushers or pulverizers
660	Corn binders, harvesters or shockers, KD, separate or combined
685	Cotton choppers, KD
705	Coulter harrows, KD
710	Cultivators, other than hand, KD
720	Disc harrows, with or without sower attachments, KD
725	Ditchers or terracers, farm, KD
730	Drills or planters, grain, peanut or seed, KD
765	Fertilizer distributors, noibn, with handles, KD
770	Fertilizer distributors, noibn, without handles, poles detached, wheels off
775	Field rollers
780	Harrow attachments for riding plows, KD
785	Harrow carts, KD
790	Harrows, spring tooth or peg tooth
805	Hay carriers
810	Hay curing trucks, two-wheeled

[fol. 1529]

Exhibit No. 2—Continued

Item No.	Commodity
820	Hay loaders, stackers (rickers), tedders or shock loaders, KD
835	Horse powers, tread, KD, gear wheels on or off
840	Manure loaders or spreaders, KD
845	Markers, furrow or row, KD
860	Planters, cultivators and fertilizer distributors combined, KD
870	Plows, agricultural, other than hand, KD
880	Potato diggers, KD, wheels on or off, or without wheels
885	Potato loaders, KD
890	Potato planters
895	Rakes, agricultural, other than hand, KD, teeth detached
905	Seed potato cutters, KD
915-A Sup. 21	Sowers, grain or seed, broadcast, KD
930	Stalk cutters, field, taken apart
950	Trucks, tongue or transport, one or two wheeled, noibn, KD
955	Wagon dumps, farm
960	Weeders, KD, teeth detached
965	Windrow pickups, KD
970	Windrowers, KD
990-A Sup. 21	Agricultural implement parts, other than hand, noibn, iron
1005	Agricultural implement parts, other than hand, noibn, wooden, in the white
1030	Beams, agricultural implement, wooden, finished
1035	Binding attachments for harvesters or reapers
1040	Blades or points, grain or seed drill
1045	Boxes or spools for harrow balls
1050	Bunchers or windrowers for mowers, KD
1055	Bundle carriers, KD or folded

[fol. 1530]

1060	Chain, elevator, potato digger, iron
1070	Damming attachments, KD
1075	Discs, agricultural implement
1080	Discs and drag bars combined
1085	Guards, knife, with or without guard plates attached
1090	Guards or plates, grain lifter
1095	Guides or poles, separator steering
1100	Handles, agricultural implement, iron
1105	Handles, agricultural implement, wooden, finished
1110	Harrow frames, KD
1125	Knives for ensilage, feed or stalk cutters
1130	Knives or knife sections, agricultural implement, noibn
1135	Pitmans, agricultural implement
1140	Plow bottoms
1150	Poles, steel, agricultural implement
1155	Poles, wooden, agricultural implement, finished

EXHIBIT No. 2—Continued

Item No.	Commodity
1160	Potato digger parts, iron, noibn
1165	Rasps or spikes (teeth) for clover hullers or threshers
1170	Rolling coulters, or rolling coulter blades
1180	Screens (sieves) for threshers
1185-A Sup. 21	Seats, agricultural implement, iron, with seat springs or brackets
1190	Shoes, grain drill
1200	Sulky attachments, KD
1205	Sweeps, levers or tread blocks for horse powers
1210	Teeth, hay stacker or rake
1215	Traction engine plowing guides
1220	Tractor hitches

[fol. 1531]

1225	Trays, tool or harrow weight, iron
1235	Tubes, grain drill, steel, flexible
1240	Wheels, agricultural implement, iron, other than master wheels (bull wheels), finished or not finished, with or without lubricators or bearing races, not including machine finished gear or sprocket wheels, without rubber tires
1255	Wheels, agricultural implement, wooden or iron and wood combined, noibn
1260	Wire, check rower
1400	Albums or scrap books, paper or pulpboard
1405	Algarrobilla
1415	Alginates, ammonium or sodium, paste
1440	Calcium-manganese-silicon
1467	Ferro-molybdenum
1525	Silicon-zirconium
1595	Borings, aluminum
1600	Buffings, aluminum
1680	Grindings, aluminum
1730	Sawings, aluminum
1735	Scrap, aluminum
1780	Turnings, aluminum
1792-A Sup. 37	Aluminum flux, noibn
1890	Bullets or bullet cores
1902	Cartridge shells (cartridge cases), small arm, empty, old, used
1905	Dummy charges (dummy cartridges)
1980	Argols
2000	Brake blocks, asbestos, non-flexible
2015	Asbestos, crude
2025	Doors, asbestos, glazed

[fol. 1532]

EXHIBIT No. 2—Continued

Item No.	Commodity
2030	Doors, asbestos, not glazed
2055	Asbestos lumber, including flat or hard sheathing, not ornamented, polished nor shaped, with or without asbestos air cell board or asbestos fibrous pulp center, or with fibreboard center or back
2062	Asbestos millboard
2110	Asbestos wallboard, with not more than two coats of paint, enamel or lacquer, or not painted, enameled nor lacquered
2115	Asbestos wallboard, with more than two coats of paint, enamel or lacquer
2235	Tar, coal or petroleum, in metal cans in boxes or crates, or in kits or steel pails
2245	Tar, noibn, in metal cans in barrels, boxes or crates
2285	Bats, baseball or cricket
2315	Billiard table parts, wooden, in the white
2325	Floors, bowling alley, in sections or KD; back stops; ball stops; divisions; foul lines; kickbacks; pin setter attachments; pin spotters; pit cushions; posts; returnway racks, KD; or parts thereof
2342	Bowling pins
2345	Box ball alleys and fixtures
2375	Curling stones
2390	Diving boards
2410	Dumb bells, wooden, unfinished
2440	Floats, net or seine, wooden
2445	Football blocking dummies
2485	Golf club heads or shafts, wooden, unfinished
2505	Grids, cooking, wire, folded flat
2535	Hockey or shinny sticks, unfinished
2540	Horse shoe pegs or stakes; pitching, iron
2550	Indian clubs, wooden, unfinished
2625	Pitching horseshoes

[fol. 1533]

2630	Playground apparatus, noibn
2650	Quoits
2655	Racks, cooking, wire, interlaced
2660	Salmon eggs, canned, pickled or preserved
2675	Shot putting balls
2685	Skates, ice or roller, without shoes
2705	Stilts, wooden
2730	Target butts, straw
2735	Targets, clay or pitch
2745	Targets, glass ball
2750	Targets, iron
2765	Throwing hammers

EXHIBIT No. 2—Continued

Item No.	Commodity
2815-A Sup. 21	Automobile parts, automobile engines or automobile engine parts, old, used, having value for reconditioning
2825	Axle shafts
2850	Boards, floor, running or toe, wood, trimmed
2855	Boards, running, steel, or steel and rubber combined
2930	Bodies, passenger, noibn, completely KD
2955	Body panels, fibreboard, not covered
2970	Body parts, sheet iron or steel, noibn, unfinished, with or without sound deadening material attached; wooden, painted, or iron or steel and wood combined, noibn flat or nested
2980	Body parts, wooden, KD or flat, in the white or creosoted, noibn
3005	Brake drums, without attachments, finished
3075	Dashes, iron or steel, unfinished, flat or nested
3095	Doors, not finished
3130	Exhaust or tail pipes, steel, straight or bent, further processed than cut to length, with or without attachments
3165	Gear frame side or cross bars
3190	Hubs, iron or steel, with bearings

[fol. 1534]

3295	Radiator guards or shields, motor truck, bar iron
3335	Shackles, automobile, other than ball bearing
3355	Spare wheel carriers or brackets, steel
3370	Spokes, wire wheel
3375	Spring clamps or clips, vibration reducing
3380	Spring covers, sheet steel, nested
3385	Steering arms, steel, unfinished
3420	Tire carriers or cases, noibn
3430	Tool kits, automobile
3515	Automobile repair creepers or trays
3560	Bagasse (crushed sugar cane refuse), in machine pressed bales
3625	Burlap, rubberized
3670	Mail bags or pouches, cloth, old
3692 Sup. 37	Bags, paper, insulated with macerated paper, in machine pressed bales or machine pressed in boxes
3810	Dough, prepared
3815	Dust or meal, biscuit, bread, cracker or matzos
3825	Balata resin
3905	Mangrove bark, ground
3910	Mangrove bark, not ground
3930	Barrels, ale, beer or non-intoxicating cereal beverage, wooden, new
3975	Barrels, half-barrels, casks, drums, hogsheads, kegs, puncheons or tierces, noibn, steel, shipping, KD
4048	Base knobs or door stops, noibn

EXHIBIT No. 2—Continued

Item No.	Commodity
4115	Baskets, berry, fruit or vegetable shipping, noibn, fibreboard, with covers, covers detached, bodies KD flat
4117	Baskets, berry, fruit or vegetable shipping, noibn, fibreboard and wood combined, with covers, covers detached, bodies nested
4130	Baskets, berry, fruit or vegetable shipping, noibn, sheet or stave veneer, other than round bottom bushel baskets, with covers, covers detached, or without covers, bodies nested
4155	Berry, fruit or vegetable till baskets or till boxes, veneer
4165	Bread or laundry shipping boxes, with lock or seal covers, wood or steel and wood combined, KD
4230	Bate, tanners', noibn
[fol. 1535]	
4345	Honey section frames, KD
4363	Berries, juniper or sloe, dried
4375	Billboards or signboards, without advertisement, steel or wood
4392	Bird food or seed
Sup. 37	
4415	Blackboards, without stands, cement, glass, plasterboard or slate
4435	Blackboards, without stands, metal, pulpboard or wooden
4450	Blacks, dry mineral earth or peat char, other than dry earth paint
4453	Bone blacks, hydrocarbonated
4455	Bone blacks, noibn, drop or frankfort
4505	Bladders, noibn, pickled or salted
4520	Blocks, butchers', including butchers' cutting or chopping tables, or butchers' cutting or chopping table tops, with legs attached
4525	Blocks, counter display, wooden, in the white, hollow
4535	Blocks, die leatherboard or pulpboard
4545	Blood, liquid, in kits, or in metal cans in crates
4625	Center-boards, boat
4645	Fenders, boat or dock, cane, rope or rubber and steel combined
4700	Masts or spars, boat, steel
4715	Oars, boat
4730	Rigging, noibn, boat
4760	Rudders, boat
4765	Sails, boat, worn out
4790	Boiler cleansing, preserving, scale preventing or scale removing compounds, dry
4795	Boiler cleansing, preserving, scale preventing or scale removing compounds, liquid or paste, in barrels or boxes
4810	Army tent stoves, sheet steel
4815	Ash pit doors or ash traps, iron

EXHIBIT No. 2—Continued

Item No.	Commodity
4835	Base sections, boiler, steel, with or without grate bars and grate bar equipment built-in

[fol. 1536]

4850	Casings, boiler, KD, insulated or not insulated
4870	Fronts, boiler
4880	Header sections, boiler (headers and tubes or baffles combined)
4895	Heads (ends), boiler, finished
4898	Heat developers, boiler, spiral (boiler tube retarders)
4965	Broilers, noibn, iron and asbestos lumber combined, with or without drip pans or grids, KD
4990	Cookers or steamers, food, other than stock feed, cast iron or cast iron and plate steel combined, noibn
5000	Dampers, noibn, iron
5002	Fireplace grates with gas heating units
5003	Fireplace grates, grate baskets, without heating units, or grate parts, noibn
5007	Fuel economizers, KD
5015	Furnace casing rings, iron or steel, nested or in segments
5025	Furnace casing sides or tops, iron or steel
5040	Furnace radiators, house heating, iron
5105	Heaters, contractors', portable (salamanders), sheet iron, KD, body parts nested
5108	Heaters, railway switch, oil burning
5115	Heaters, water, noibn
5135-A	Incinerators, garbage or offal, cast or malleable iron, or plate or sheet iron with cast or malleable iron tops or doors and bottoms or grates
5140	Incinerators, garbage or offal, reinforced concrete
5170	Ovens, baking, iron, noibn, KD
5175	Ovens, stove or range, KD
5205	Range boilers with interior water heaters, gas, gasoline or oil, other than automatic or instantaneous, steel
5210	Range boilers without interior water heaters, iron or steel
5235	Registers, air, noibn, including air louvres, iron or steel
5237	Registers, air, noibn, including air louvres, other than metal

[fol. 1537]

5245	Shelves, baking oven, steel, insulated
5250	Stands, range boiler, KD
5265	Stove ornaments or trimmings, noibn, iron or steel.
5285	Stove or range cabinets, closets or high shelves, steel, KD
5295-A Sup. 21	Stove or range castings, iron, enameled or plated, noibn
5310	Stove or range water reservoirs or stove or range water reservoir attachments, iron or steel, enameled or with copper fittings

EXHIBIT No. 2—Continued

Item No.	Commodity
5315	Stove or range water reservoirs or stove or range water reservoir attachments, iron or steel, not enameled nor with copper fittings
5320	Stoves, sand drying, without screens or skirting, KD
5350-A Sup. 21	Stoves or ranges, iron or steel, charcoal, coal or wood; charcoal, coal or wood and gas combined; or coal and electric combined, cast or malleable; or plate with malleable doors, frame and top; or plate or sheet with cast bases or tops
5420	Stoves or ranges, iron or steel, gas, hotel type, gross weight each exceeding 500 lbs. and without legs or legs detached, or with legs not exceeding 6 inches in length attached
5435	Stoves or ranges, oil burning or oil burning and gas combined, cast or plate, or plate with cast doors, frames and tops, other than with motor operated burners
5465	Superheaters, other than locomotive, KD
5515	Book stacks, library, consisting of iron brackets, floor framing, stairs, railings, standards and shelves
5565	Box toe boards
5580	Button fasteners, eyelets or eyelet hooks
5595	Counters, heels, soles or taps, iron and wood combined
5605	Heel circlets or plates, metal
5610	Heels, wooden, in the white
5635	Pegs, boot or shoe, wooden
5655	Shanks, boot or shoe, steel
5665	Sole insulating felt, flax waste and tar combined
5705	Booths, election, noibn, KD or folded flat
5715	Booths, paint or varnish spraying, KD flat
[fol. 1538]	
5720	Booths, telephone, steel, KD
5745	Box material, cane fibre lumber, with wooden cleats, KD flat, in shooks or panels
5805	Boxes, ballot, steel, KD flat or folded flat
5820	Boxes or crates, banana shipping, iron and wood combined
5830	Boxes, charging, steel
5860	Boxes, electrotype or stereotype
5870	Boxes, fibreboard, taper sided, noibn, with or without wood cleated ends, or fibreboard, wood veneer lined
5970	Boxes, meat shipping refrigerator, new
6035	Boxes, sluice, wooden
6055	Boxes, steel, noibn, KD flat or folded flat, new
6072	Boxes, tote, sheet iron
6080	Boxes, wooden, bored and turned, unfinished (rough turned and bored)
6162	Cans, fibreboard or pulpboard, cone shaped, without bottoms
6165	Cans or bottles, fibreboard, paper or pulpboard, with or without metal tops or bottoms, KD, ends detached, bodied folded flat

Exhibit No. 2—Continued

Item No.	Commodity
6220	Brake or shock absorber fluid, other than petroleum
6230	Anodes, copper
6240	Ashes, brass, bronze or copper
6245	Bar or rod with steel core, brass, bronze or copper
6250	Bars or billets, drawn, extruded or rolled, brass, bronze or copper
6270	Blanks (unfinished shapes), tinned or not tinned, noibn, brass, bronze or copper
6275	Borings or turnings, brass, bronze or copper
6285-A Sup. 21	Castings, noibn, brass, bronze or copper
6300	Copper base bullion, pig or slab
6310	Copper slimes or electrolytic copper mud
6325	Ferrules, noibn, brass, bronze or copper

[fol. 1539]

6330-A Sup. 35	Forgings, brass, bronze or copper, in the rough, as from the hammer or press
6335	Grindings, brass, bronze or copper
6375	Matte, copper
6390	Mouldings, noibn, unfinished, brass, bronze or copper
6415	Plate, sheet or strip, noibn, brass, bronze or copper, other than perforated or silver plated, No. 38 B. & S. gauge or thicker
6425	Rods, drawn extruded or rolled, brass, bronze or copper
6435	Scrap, brass, bronze or copper
6450	Sheet copper, electrolytically deposited
6460	Skimmings, brass, bronze or copper
6470	Sweepings, brass, bronze or copper
6490	Washings, brass, bronze or copper
6505	Wire rope or strand, brass, bronze or copper
6535	Blocks or tubes, segment sewer, aluminum oxide or vitrified clay
6540	Brick, building, common, or pressed, fire, including fire brick shapes, or paving, noibn, weighing each less than 15 lbs.
6615	Furnace or kiln lining or high temperature bonding mortar or cement, noibn
6685	Terra cotta, building
6725	Tile, building or roofing, reinforced concrete (building or roofing slabs), with glass insertions
6730	Tile, building or roofing, wood and magnesite combined
6740	Broom caps, iron or tin
6745	Broom clamps, steel
6755	Broom ferrules or locks, iron or tin
6760	Broom filler, grass or straw, noibn
6770	Broom splints, bamboo, rattan or reed
6800	Brooms, wire
6810	Brushes, floor waxing, with cast iron tops, handles detached

[fol. 1540]

Exhibit No. 2—Continued

Item No.	Commodity
6837	Handles and holders combined, brush or mop
6845	Mops or mop parts, noibn
6895	Asphalt flooring compound, noibn, liquid or paste
6900	Asphalt paving blocks, weighing each less than 15 lbs.
6920	Back boards, for metal tile, built-up wood, with metal clips attached
6930	Cement, concrete or masonry waterproofing compound, dry
6935	Cement, concrete or masonry waterproofing compound, liquid or paste
6945	Concrete bonding compound, liquid or paste
6965	Concrete surface hard-ner, liquid or paste
6975	Cribbing, steel, including fillers, caps, clevis pins, bolts and nuts
6978 Sup. 37	Culvert and sections, flared, iron or steel, plate or sheet, unfinished
7000	Dividing strips, terrazzo or cement flooring
7005	Doors, airplane hanger, steel, not glazed
7015	Doors, mine, with frames and fixtures, automatic, KD
7030-A Sup. 37	Doors, rolling, iron or steel, or wood covered with iron or steel or tin plate
7040	Doors, smoke house, or smoke house firing, with frames, steel
7050	Doors or windows, insulated, cold storage, not glazed, with or without frames or fixtures
7055-A Sup. 21	Doors, partitions or shutters, rolling, wooden
7060	Elevator car platforms
7070	Elevator crossheads
7075	Elevator gate weight boxes
7080	Elevator gates, wooden, KD or collapsed
7090	Elevator guide or weight posts, wooden
7105	Elevator plungers, steel
7140	Fire escapes, steel, noibn
7150	Fireplaces and mantels combined, cast stone, without hearth or with hearth detached

[fol. 1541]

7170	Forms and gaskets, sewer pipe joint, steel
7180	Garbage closets, iron, cast, or sheet with cast tops
7220	Lathing, zinc, expanded
7225	Lightning rods, rod fasteners or fixtures, noibn, copper
7230	Lightning rods, rod fasteners or fixtures, noibn, copper and iron or steel combined
7240	Lights, floor, sidewalk or vault, noibn, framed or not framed
7300	Paving joints, roadway, pulpboard, asphalt saturated, and steel combined
7320	Piling cores, iron
7330	Plaster wall surfacing, cloth and plaster combined

EXHIBIT No. 2—Continued

Item No.	Commodity
7335	Plasterboard joint system consisting of plastering compound and paper, metal or fabric tape
7375	Troughs, filtration, wash water, iron
7380	Ventilator, sash and screen combined, foundation
7400	Angles or channels, enameled, iron or steel, or wood covered with iron or steel or tin plate
7420	Balconies, iron, KD
7430	Bars, glass setting, lead and steel combined, zinc or copper plated zinc
7435	Bars, glass setting, steel
7440	Bucks or frames, door or window, steel, fabricated from bars, plates or shapes 3/16 inch or thicker
7450	Building construction sections, steel and mineral wool (rock or slag wool) combined, with or without steel fittings
7455	Building corners or shields (covers for weatherboard or lap siding corner angles), sheet steel
7465	Building sheet metal work, noibn, iron or steel, or wood covered with iron or steel or tin plate, bronzed, coppered, enameled or painted
7470	Building sheet metal work, noibn, iron or steel, or wood covered with iron or steel or tin plate, galvanized, plain or primed
7480	Canopies (marquise), iron, KD

[fol. 1542]

7495	Capping, roof, iron, steel or tin plate, nested
7505	Casings, door or window, iron or steel, or wood covered with iron or steel or tin plate, KD
7520	Ceiling or siding, or ceiling or siding mouldings, panels or ornaments, enameled, iron or steel, or wood covered with iron or steel or tin plate
7535	Chimney caps or cowls, iron or steel, cast
7550	Chimney flue smoke or ventilating deflectors, cast iron
7555	Chutes, coal delivery, iron, basement
7590	Conductor pipe boots or connections, cast iron
7600	Corner bead, corner bead clips, cove base, cove base fastenings, picture molding or wall grounds, zinc
7610	Cresting, roof, metal, flat
Sup. 21	
7615	Doors, area or sidewalk, steel, with frames
7625	Doors, fire, steel, with asbestos or mineral filling
7645	Doors, steel, fabricated from bars, plates or shapes 3/16 inch or thicker
7655	Door mullions, steel pipe, with brass or bronze top, bottom and strike plates
7665	Eave troughs, iron, steel or tin plate, nested
7675	Elevator shaft enclosure doors, gates, lattice work or railing, steel or steel and wood combined

Exhibit No. 2—Continued

Item No.	Commodity
7685	End caps, roof, iron, steel or tin plate, nested
7700-A Sup. 21	Flashing, roof, roof flanges, or rain proofs, copper or zinc, flat or nested
7705-A Sup. 21	Flashing, roof, roof flanges or rain proofs, iron, steel or tin plate, nested
7708 Sup. 21	Flashing, roof, roof flanges or rain proofs, lead, flat or nested
7710	Frames, door or window, iron or steel or wood covered with iron or steel or tin plate, KD
7715	Frames, floor, sidewalk or vault light, iron or steel
[fol. 1543]	
7725	Guards, window or skylight, iron or steel, wire
7740	Gutters, roof, iron, steel or tin plate, nested
7745	Hangers, eave trough or conductor pipe, metal
7755	Jambs, iron or steel, or wood covered with iron or steel or tin plate
7765	Lattice work, noibn, iron or steel
7790	Mitres, roof, iron, steel or tin plate, nested
7800	Moldings, noibn, iron or steel, or wood covered with iron or steel or tin plate, bronzed, coppered, enameled or painted
7815	Outlets, roof, iron, steel or tin plate, nested
7825	Partitions, rolling, iron or steel, or wood covered with iron or steel or tin plate
7830	Partitions, other than rolling, iron or steel, or wood covered with iron or steel or tin plate
7845	Partitions or partition doors, steel and wire combined, in flat sections or panels
7855	Railings, balcony, bridge or stair, iron or steel, in panels
7865	Ridge roll, iron, steel or tin plate, nested
7875	Roof edge or roof binding, steel, nested
7910	Sash, steel bar, or sash, steel bar, and window frames combined, glazed or not glazed, with or without steel parts or fittings
7925	Sash mullions, steel bar
7935	Shutters, iron or steel, or wood covered with iron or steel or tin plate
7975	Stair treads or risers, iron or steel, with metal or mineral filling
8005	Valleys, roof, iron, steel or tin plate, nested
8110	Balusters, foreign wood, other than Canadian wood or Mexican pine, not further finished than primed
8115	Balusters, native wood, Canadian wood or Mexican pine, not further finished than primed
8120	Blinds or shutters, wooden
[fol. 1544]	
8125	Brackets, building woodwork, wooden
8150	Building woodwork, noibn, or ships' joiner work, noibn, flat or KD flat

[fol. 1545]

Exhibit No. 2—Continued

Item No.	Commodity
8160	Columns, building woodwork, solid, foreign wood
8165	Columns, building woodwork, solid, native wood
8175	Columns, stave, building woodwork, native wood
8210	Doors, glazed with other than leaded or plate glass
8240	Flooring, hardwood, varnished or waxed
8245	Frames, door or window, wooden, KD, not further finished than primed
8250	Frames, door or window, wooden, KD, further finished than primed
8255	Frames, door or window, wooden, with or without metal weather strips attached, KD
8265	Frames, screen door or window screen, wooden, KD, with or without metal fittings
8315	Newel posts, wooden (foreign wood), not further finished than primed
8320	Newel posts, wooden (native wood), not further finished than primed
8335	Sash, glazed with other than bent, leaded or plate glass, with or without handles
8370	Trellis work or lattice work, wooden, noibn, KD or folded flat
8375	Wall seats or wall tables, in cabinets, folded flat
8410	Houses or buildings, portable or fabricated, noibn, concrete, reinforced, KD flat or in sections, or wall, roof or floor sections
8415	Houses or buildings, portable or fabricated, noibn, iron or steel, KD or in flat sections
8425	Houses or buildings, portable or fabricated, noibn, wood and bituminized pulpboard or roofing, slate coated, combined, KD or in flat sections
8435-A Sup. 36	Houses or buildings, portable or fabricated, noibn, wooden or wood and iron or steel combined, KD or in flat sections, or wall, roof or floor sections.
8450	Kennels, other than exhibition kennels, KD or folded flat
8460	Magazines, powder, steel, stationary, KD
8475	Tipples or chutes, coal, noibn, KD
8485	Bumpers, sidewalk, barrel
8505	Burial case or casket handle stampings or tubes, steel, unfinished
8600	Caskets or coffins, wooden, in the white, KD
8615	Grave vaults, asphalt composition, cement or concrete, SU
8620	Grave vaults, cast iron
8625	Grave vaults, slate or stone, natural, SU
8627	Grave vaults, wood asphalt, paper and mineral composition combined, KD flat
8630	Grave vaults or burial case shipping boxes, iron or steel, 12 gauge or thicker

EXHIBIT No. 2—Continued

Item No.	Commodity
8645	Grave Vaults or burial case shipping boxes, iron or steel, 13 gauge or thinner, KD
8677	Butadiene
8680	Button blanks, clam or mussel shell
8720	Cabinets, compressed gas, iron or steel, KD flat, without regulator
8730	Cabinets, door or wall insert, milk or package receiver, with cast iron doors and frames
8735	Cabinets, loud speaker, wooden, KD, not further finished than primed, without fittings or electrical connections
8855	Moving picture film cores, magazines or reels, empty
8900	Candles, noibn
8905	Candles and glass cups or tumblers combined
9045	Canes (walking sticks), noibn, rough or in the white
9120	Activated carbon
9210	Carbon dioxide, solidified (dry ice)
9293	Bomb band shipping assemblies or shell shipping assemblies, steel
9295	Bottle carriers (bottle carrying boxes or crates, with permanently fixed partitions), new, steel, other than wire, SU

[fol. 1546]

9300	Bottle carriers (bottle carrying boxes or crates, with permanently fixed partitions), new, wooden, or wood and metal combined, SU
9360	Coops or crates, animal or poultry, shipping, new, metal or wood and metal combined, KD flat or folded flat
9370	Coops or crates, animal or poultry, shipping, old, wood or metal, or wood and metal combined, KD flat or folded flat
9440	Egg cases or carriers, fibreboard, pulpboard or strawboard, KD or folded flat, with or without KD fillers
9470	Frames, paper packing, wooden, new
9495	Moving picture film shipping cases
9515	Reel cores or drums, steel, old
9520	Reel cores or drums, wooden or wooden with steel drums, SU
9540	Reels, cable or cordage, steel, old
9545	Reels, cable or cordage, wooden or wooden with steel drums, SU
9560	Solidified carbon dioxide (dry ice) shipping skids (skid and insulated blanket combined), old
9570	Tanks, multiple unit car, for shipping air, gases or liquids under pressure, steel, wall thickness not less than 13/32 inch and outside diameter not more than 37 inches
9585	Vans, other than lift, KD or folded, including pads or wrapping for packing
9588	Carton waterproofing compound, in slabs
9595	Case hardening compound, noibn

Exhibit No. 2—Continued

Item No.	Commodity
9560	Cellulose film, printed or not printed (transparent sheets of not nitrated cellulose film such as commonly used for wrapping purposes)
9695	Cellulose film products, noibn, made of cellulose film, or cellulose film and paper or paperboard or rubber combined, including bags, envelopes, sheets or wrappers
9700	Cellulose wadding, noibn, in packages compressed to 15 lbs. per cubic foot or more
9712	Cement, container, liquid or paste
9715	Cement, furnace or stove, in pails or tubs
9725	Cement, metallic, noibn
9730	Cement, noibn, liquid, in bulk in barrels

[fol. 1547]

9735	Cement, noibn, other than liquid
9740	Cement, pipe fitting
9745	Cement, radiator
9750	Cement, rubber
9920-A Sup. 21	Charcoal, cocoanut shell, nut shell, noibn, or fruit pit, not activated
9930	Charcoal, wood, noibn, not activated
9970	Acetic anhydride, in bulk in barrels
9975	Acetone, noibn, in bulk in barrels or steel cylinders
9987-A Sup. 37	Allyl alcohol or methallyl alcohol
10012-A Sup. 37	Allyl chloride
10035	Aluminum acetate, liquid, in bulk in barrels
10040	Aluminum bisulphite
10045	Aluminum chloride, dry
10050-A Sup. 37	Aluminum chloride, liquid, in bulk in barrels
10060	Aluminum formate, liquid, in barrels
10065 Sup. 35	Aluminum phosphate
10070	Aluminum resinate, in barrels
10080	Aluminum stearate
10080	Aluminum stearate
10090	Ammoniacal liquor or aqua ammonia, noibn
10102 Sup. 35	Ammonium borate or biborate
10125	Ammonium nitrate
10127	Ammonium nitrate, magnesia and pulp mixture
10128	Ammonium nitrate, sodium nitrate mixture
10130	Ammonium perchlorate
10135	Ammonium phosphate

[fol. 1548]

10140	Ammonium silicofluoride

Exhibit No. 2—Continued

Item No.	Commodity
10150	Ammonium sulphate nitrate (leunasalpeter)
10155	Ammonium sulphide, dry
10160	Ammonium sulphide solution, in bulk in barrels
10162 Sup. 21	Ammonium thiocyanate crystals (ammonium sulphcyanate crystals)
10164-A Sup. 35	Ammonium thiosulphate solution, in aluminum drums
10165	Amyl acetate, in bulk in barrels or steel cylinders
10175	Aniline hydrochloride (aniline salt), in barrels
10180	Antimony crocus
10190	Antimony oxide
10220	Arsenic disulphide (red arsenic)
10235	Barium binoxide, in steel barrels
10245	Barium chlorate
10255	Barium dioxide, in steel barrels
10260	Barium fluoride
10270	Barium nitrate
10280	Barium peroxide, in steel barrels
10327	Blasting chlorate, noibn, in bulk in barrels
10355	Butyl acetate, in bulk in barrels
10370	Butyraldehyde, in bulk in barrels or steel cylinders
10395	Calcium carbide
10415-A Sup. 40	Calcium chloride, other than liquid
10420	Calcium citrate
10425	Calcium lactate
10440	Calcium phosphate
10450	Calcium resinate
10475	Carbo-nitrate

[fol. 1549]

10480	Carbon bisulphide (carbon disulphide)
10492	Carbon trichloride (Hexachlorethane)
10535-A Sup. 37	Chloroform, in bulk in steel barrels
10540	Chloropentanes (dichloropentanes, Trichloropentanes or Tetrachloropentanes)
10550	Chrome chloride solution
10560	Chromium acetate
10555	Chrome sulphate solution
10565	Chromium acetate waste
10570	Chromium resinate
10580	Cobalt resinate
10595	Copper acetate (verdigris)
10600	Copper carbonate
10610	Copper oxide, noibn
10615	Copper resinate
10630	Crotonaldehyde

Exhibit No. 2—Continued

Item No.	Commodity
10645-A Sup. 21	Cyanides, crude, noibn, (crude cyanogen salts, noibn)
10655	Diacetone, in bulk in barrels or in steel cylinders
10685	Dicyandiamide
10697	Dimethylol urea
10720	Dyes or colors, coal tar, other than indigo, liquid or paste, in bulk in barrels
10740-A Sup. 21	Ether, ethyl (sulphuric ether), other than anesthesia ether, in bulk in steel barrels or cylinders
10745-A Sup. 21	Ether, isopropyl
10750	Ethyl acetate, in bulk in barrels or in steel cylinders
10762 Sup. 21	Ethyl benzene, ethyl benzine, polethylbenzene or polyethylbenzine
10765	Ethylene chlorhydrin, in steel barrels

[fol. 1550]

10770	Ethylene dichloride
10773	Ethylene oxide
10780	Formaldehyde, dry
10785	Formaldehyde, liquid
10790	Formaldehyde, paste
10805	Furfural
10810	Guanidine nitrate
10825	Glycerine, other than crude, in bulk in barrels
10830	Hydrogen dioxide or hydrogen peroxide, in bulk in barrels
10840	Indigo, liquid or paste
10848	Iron acetate (iron liquor), in bulk in barrels
10860	Iron chloride (iron muriate), dry
10865	Iron chloride (iron muriate), liquid, in bulk in barrels
10867-A Sup. 40	Ferris chloride, dihydrate
10895	Iron sulphide
10900	Isobutyl acetate, in bulk in barrels
10902	Isobutyl aldehyde
10905	Isopropyl acetate
10915	Lead nitrate
10920	Lead oleate
10925	Lead peroxide, ground, dry
10935	Lead resinate
10960	Lime, chlorinated (chloride of lime, bleach, noibn, or bleaching powder, noibn), liquid (aqueous solution)
10970	Lime water
10980	Magnesium chloride
10985	Magnesium fluosilicate (magnesium silicofluoride)
11005	Magnesium oxide, light calcined
11028 Sup. 21	Manganese acetate, liquid

[fol. 1551]

EXHIBIT No. 2—Continued

Item No.	Commodity
11029	Manganese borate
Sup. 35	

[fol. 1552]

11030	Manganese chloride (manganese muriate)
11035	Manganese phosphate
11040	Manganese resinate
11055	Manganese sulphate, noibn
11057-A	Methallyl chloride, in barrels
Sup. 37	
11060	Methyl acetate
11065	Methyl acetone
11075	Methyl isobutyl ketone or methyl propyl ketone
11100	Naphthalene, other than crude
11105	Nickel ammonium sulphate
11125-A	Nickel sulphate or single nickel salts
Sup. 37	
11145	Nitro-carbo-nitrate
11160-A	Paraldehyde, in bulk in barrels
Sup. 37	
11170	Pentachlorethane
11175	Perchlorethylene
11190	Phosphoric catalyst (silica and phosphoric acid combined)
11210	Phosphorus chloride (phosphorus trichloride)
11215	Phosphorus oxychloride (phosphoryl chloride)
11220	Phosphorus pentachloride (phosphoric chloride or phosphoric perchloride)
11250	Potassium bicarbonate
11255	Potassium bichromate
11257	Potassium borate
Sup. 35	
11265	Potassium carbonate (pearlash)
11275	Potassium chlorate
11305	Potassium metabisulphite
11320-A	Potassium perchlorate
Sup. 21	
11325	Potassium permanganate
11335	Potassium (potash) salts, noibn
11340	Potassium prussiate
11345-A	Potassium silicate
Sup. 21	
11365	Potassium xanthate
11380	Propyl acetate
11385	Propyl aldehyde
11390	Propylene dichloride
11392	Propylene glycol
11402	Silica gel or silica gel catalyst
11415	Sodium acetate

Exhibit No. 2—Continued

Item No.	Commodity
11420	Sodium aluminate
11425	Sodium antimoniate
11430	Sodium arsenate
11445	Sodium bichromate
11450	Sodium bifluoride
11455	Sodium bisulphite, dry
11460	Sodium bisulphite, liquid
11470	Sodium butyrate solution
11485	Sodium caustic (sodium hydroxide)
11490	Sodium chlorate

[fol. 1553]

11505	Sodium Chromate, dry
11510	Sodium Chromate, other than dry (chromate solution)
11535	Sodium Fluoride
11540	Sodium formate
11550-A Sup. 21	Sodium hydrosulphite
11560	Sodium hyposulphite
11565-A Sup. 36	Sodium lactate
11575	Sodium nitrate (chili saltpeter)
11582	Sodium nitrate-sulphur mixture, paraffined
11585	Sodium nitre cake (crude bisulphate of soda)
11590	Sodium nitrite
11595	Sodium oxalate
11600	Sodium perborate
11605	Sodium permanganate
11625	Sodium prussiate
11630	Sodium resinate
11665	Sodium silico-fluoride
11670	Soda or sodium salts, noibn
11692 Sup. 21	Sodium thiocyanate crystals (sodium sulphocyanate crystals)
11700	Sodium xanthate
11715	Strontium nitrate
11717-A Sup. 21	Styrene, liquid
11735	Anthracene, crude
11745	Benzol (benzene)
11750	Chlorobenzol (monochlorobenzol)

[fol. 1554]

11755	Coal tar naphtha solvent
11760	Coal tar resin
11762 Sup. 37	Cumene
11765	Dinitrobenzol
11770	Dinitrochlorobenzol

EXHIBIT No. 2--Continued

Item No.	Commodity
11780	Dinitrotoluol, dry
11785	Dinitrotoluol, other than dry
11800	Mononitrotoluol, dry
11805	Mononitrotoluol, other than dry
11810	Nitrobenzol (oil mirbane)
11815	Nitroxylol (nitroxylene)
11820	Orthodichlorobenzol
11825	Orthonitrotoluol
11830	Paradichlorobenzol
11840	Toluol (toluene)
11845	Trichlorbenzene
11855	Xylol
11875	Tetrachlorethane
11880	Tetrachlornaphthalene
11935	Trichlorethylene
11940	Triethylene glycol
11955	Urea
11965	Vinyl acetate
11979	Zinc borate, dry
11980	Zinc chloride, chromated
11985	Zinc chloride, dry
11990	Zinc chloride, liquid

[fol. 1555]

11992	Zinc fluosilicate
11995	Zinc hydrosulphite
12000	Zinc laurate
12025	Zirconium oxide
12030	Zirconium silicate
12035	Chicory mass
12045	Chinaware, earthenware, porcelainware or stoneware, noibn, released to value not exceeding $20.00 per 100 lbs.
12095	Saggers, pottery
12110	Chips or shavings, brewers' or vinegar
12115	Chutes, coal delivery, wagon, iron
12120	Chutes, concrete distributing, iron
12130	Chutes or spouts, iron, noibn, plate, 7 gauge or thicker
12135	Cigar or cigarette lighting liquids or pastes
12185	Circus seat backs, wooden, or wood and metal combined
12200	Circus seats, with back, backs folded flat
12210	Seats, grand stand or stadium, iron or steel and wood combined, KD, or parts thereof
12240	Antimony sulphide, concentrated ore (needle antimony), pulverized or powdered (black sulphide, not purified)
12430	Thorium ore (monazite sand)
12450	Vermiculite, other than crude
12545	Closets or toilets, sanitary, noibn, with cast iron body
12565	Bagging, woven paper fabric

Exhibit No. 2—Continued

Item No.	Commodity
12575	Bagging or cloth, burlap, gunny, ixtle (istle), jute or sisal, bituminized
12585	Bagging or cloth, burlap, gunny, ixtle (istle), jute or sisal, stiffened or sized
12590	Bagging or cloth, burlap, gunny, ixtle (istle), jute or sisal, noibn, with or without paper lining

[fol. 1556-1557]

12610	Brattice cloth, burlap or cotton, fibreproofed
12625	Buckram, other than cotton
12688	Cloth or paper and cellulose film, laminated and waxed
Sup. 21	
12710	Cotton bale covering, hemp or jute, new or old
12725	Cotton piece goods
12805	Oilcloth, including remnants, trimmings or waste having value other than for reclamation or rags
12840	Tobacco bale covers, burlap or cotton cloth, old
12845	Webbing, burlap or jute
12895	Cloth winding boards, corrugated fibreboard, paper covered, or solid fibreboard with built-up ends
12900	Cloth winding boards, solid fibreboard, noibn
13035	Coal saving compounds, liquid
13037	Cocoa bean refuse (dust)
13038	Cocoa bean shells, ground
13039	Cocoa bean shells, not ground
13078	Color, cheese
13105	Chimney flues or pipe, or chimney or flue linings, clay
13120	Coping, wall, clay
13155-A	Tanks, septic, clay
Sup. 35	
13160-A	Tanks, septic, reinforced concrete, SU
Sup. 35	
13220	Blow pipe or blow pipe fittings, sheet steel, side seams not closed
13260	Cocks or valves, including gate valves, noibn, or parts, noibn, lead composition body
13275	Conduits or conduit connections, fibre, bituminized or indurated (fibre or paper and asphalt or pitch combined), for underground work
13285	Conduits or conduit connections, flexible, other than steel, for other than underground work

[fol. 1558]

13305	Connections, pipe, lead and brass combined, without stopcock
13325	Expansion joints, iron or steel, or with iron or steel body

EXHIBIT No. 2—Continued

Item No.	Commodity
13330	Fill caps and pipes combined, oil tank
13335	Floor stands, stopcock or valve, iron
13395	Pipe, iron or steel, nickel plated
13400	Pipe, iron or steel, plate or sheet, wood lined
13405	Pipe, iron or steel, rubber or synthetic rubber lined
13430	Pipe, sub-irrigation, iron or steel, not exceeding 7/8 inch in diameter
13432	Pipe, surface irrigation, steel, 24 gauge or heavier, not over 12 inches in diameter
13452	Pipe coils, noibn, lead
Sup. 40	
13495	Pipe fittings, noibn, iron or steel, tin lined, not plated
13510	Pipe fittings, noibn, nickel-plated
13560	Pipe or pipe casing, wooden, bored or built-up, lined or not lined, inside diameter over 6 inches
13580	Pipe or tubing, brass, bronze or copper, covered or lined with iron or steel
13585	Pipe or tubing, brass, bronze or copper, noibn
13618	Pipe or tubing, iron or steel, plate or sheet, noibn, 23 gauge or thinner, inside diameter 1½ inch or less, side seams closed
13645	Pipe or tubing, nickel silver
13650	Pipe or tubing, steel, coated or lined with brass, copper or tin, outside diameter not exceeding 1½ inches, in straight lengths
13665	Smokestack collars (smokestack bases), iron or steel
13680	Smokestacks, plate or sheet iron or steel, noibn, 16 gauge or thicker, side seams not closed, in sections, sections nested
13695	Spouts, grain, iron, flexible or rigid, 17 or 18 gauge, telescoped
13700	Spouts, grain, iron, flexible or rigid, 16 gauge or thicker, telescoped
13715	Strainers, pipe line, iron or steel body

[fol. 1559]

13740	Traps, refrigerator floor drain, iron
13750	Tubing, pier, steel, 7 gauge or thicker, taken apart lengthwise
13765	Cones, fir or pine, other than green
13795	Containers, sheet iron or steel, set up (with or without their equipment of bails, handles, covers, bungs or nozzles), liquid capacity not exceeding 1 gill
13800	Containers, sheet iron or steel, set up (with or without their equipment of bails, handles, covers, bungs or nozzles), liquid capacity exceeding 1 gill but not exceeding 1 gallon, nested
13925	Cooling rooms, KD

Exhibit No. 2—Continued

Item No.	Commodity
13940	Refrigerators, noibn, KD
13975	Water coolers or water filters, separate or combined, earthenware or stoneware
14030-A Sup. 37	Cork bars, rods, sheets or slabs, molded (chips, granulated, ground, shavings or waste cork, machine pressed), with added binder, or asphalt coated without binder
14060	Cork chips, shavings, virgin bark or waste, noibn, in machine pressed bales
14075-A Sup. 37	Cork, granulated or ground, in machine pressed bales
14090	Cork shoe bottom filler, plastic
14115	Corn cobs
14140	Cotton, carded, dyed or not dyed, in machine pressed bales
14175	Cotton, unginned (cotton in the seed)
14190	Cotton linters, bleached or dyed, in machine pressed bales
14200	Cotton linters pulp or cottonseed hull shavings pulp
14205	Cottonseed hull fibre or shavings, bleached or dyed, in machine pressed bales
14210	Cottonseed hull fibre or shavings, other than bleached or dyed
14215	Cottonseed hulls, not ground
14220	Cottonseed hulls, ground (cottonseed hull bran)
14230	Covers, barrel, burlap
14240	Covers, barrel, wooden, with cast iron rims

[fol. 1560]

14260	Covers, basket or hamper, noibn, without rim
14317	Crosses, religious, wooden, in the white
14320	Crucibles, noibn
14325-A Sup. 21	Crucibles or mufflers, abrasive material
14350	Plate or sheet, cupro-nickel
14355	Cupro-nickel rod
14360	Cupro-nickel scrap
14367 Sup. 37	Cups, cartridge case or bullet jacket, metal
14385	Curtain poles or rods, metal or metal covered, with or without fixtures; or wooden, finished or stucco covered, with fixtures
14390	Curtain poles or rods, wooden, stucco covered, without fixtures
14395	Curtain poles or rods, wooden, noibn, finished, without fixtures
14400	Curtain poles or rods, wooden, noibn, in the rough or in the white
14405	Curtains, steel and artificial leather combined
14415	Cuspidors, iron or steel, not nickel plated, cast
14430	Cutch, catechu, japonica or terra japonica, liquid extract

Exhibit No. 2—Continued

Item No.	Commodity
14435	Cutch, catechu, japonica or terra japonica, solid
14505	Buttermilk, noibn, in milk shipping cans
14645	Artificial snow, mica
14760	Degumming compounds, fabric or fibre
14825-A Sup. 35	Dental investment compound
14830	Dental plaster, suitable for making dental casts or molds
14875	Tongue depressing blades or throat swab applicators, wooden
14900	Deodorants or disinfectants, other than medicinal, noibn
14935	Dip, animal or poultry, noibn, liquid
14940	Dip, animal or poultry, noibn, other than liquid
14960	Divi-divi pods

[fol. 1561]

14972 Sup. 21	Doubletrees, eveners, neck yokes or singletrees, steel; or wooden, in the white, ironed or not ironed
15165	Belt dressing
15190	Bay rum, in bulk in barrels
15225	Citrate of magnesia solution
15240-A Sup. 35	Condition powders, regulators or tonics, animal or poultry; including condimental or medicinal feeding compounds or preparations for animals or poultry, noibn
15300	Gall, animal
15305	Hog bile, crude, liquid
15350	Meal, fenugreek seed
15430	Sassafras roots, not ground nor powdered
15465	Sea grass, sea moss or seaweed, noibn
15470	Sugar of milk, crude
15490	Water, mineral, concentrated or fortified
15495	Witch hazel extract
15500	Wormseed (Jerusalem oak seed), ground or powdered
15550	Dust laying compound, coal, dry
15555	Dust laying compound, coal, liquid, other than petroleum
15570	Dyewoods, fustic or logwood, or dyewoods, noibn, chips or ground
15575	Dyewoods, fustic or logwood, or dyewoods, noibn, log or stick
15595	Electric cable, conduit or wire saturating or finishing compound, asphalt base or pitch base
15600	Electric cable, conduit or wire saturating or finishing compound, paraffine wax base
15620	Backboards, telephone, noibn, steel or wood
15630	Bases, generator or motor, iron
15710	Battery plates, copper or zinc
15720	Battery plates, steel
15735	Battery zincs

[fol. 1562]

Exhibit No. 2—Continued

Item No.	Commodity
15752	Bus bar system, consisting of housings containing bus bars, insulators, with or without tapping connectors
15760	Bus bars, copper
15790	Cable, racks, steel, noibn, KD
15845	Conduit fittings, noibn, iron and porcelain combined, with or without attachments, or iron, with attachments
15865	Distribution boxes, marine cable strand, iron, without interior fittings
15906	Electrolytic chlorination cells, KD
15915	Eye bolts, insulated, or insulator pins, porcelain, steel and wood combined
16050	Overhead trolley wire installation fixtures, noibn, iron or iron and brass, bronze, insulating composition or wood combined
16152	Switch boxes or outlet plates, conduit outlet boxes, or junction boxes or cabinets, with or without fittings or covers but without switches, porcelain, or porcelain and steel combined
16155	Switch boxes or outlet plates, conduit outlet boxes, or junction boxes or cabinets, with or without fittings or covers but without switches, steel
16220	Transformer cooling coils, iron or steel
16240	Electrode joint compounds
16245	Embalming fluid
16280	Christmas trees, noibn
16285	Evergreens, decorative, cut, noibn, in machine pressed bales
16305-A Sup. 21	Excelsior, cellulose film; in machine pressed bales
16405	Powder, smokeless, deteriorated or obsolete, immersed in water
16455	Extract, chestnut or quebracho, dry
16465	Extract, fustic or logwood, dry
16470	Extract, fustic or logwood, liquid or paste
16475	Extract, hypernic, osage orange, quercitron or redwood, dry
16480	Extract, hypernic, osage orange, quercitron or redwood, liquid or paste

[fol. 1563]

16490	Tanning extract, noibn, dry
16495	Tanning extract, noibn, liquid or paste
16505	Eyelets or eyelet hooks, noibn
16545	Battery brooders or feeding or laying batteries, steel, or steel and wire combined, KD or folded flat
16565	Bins or cribs, grain storage, steel, KD, or wire and steel combined, KD in sections
16580	Brooders, poultry, canopy, or brooder stove canopies or hovers, KD flat or folded flat

Exhibit No. 2—Continued

Item No.	Commodity
16590	Brooders, poultry, noibn, KD flat or folded flat
16610	Caps or covers, stack, grain or hay, iron or steel, flat or nested
16625	Churns, hand, earthenware or stoneware, without frames
16665	Chutes, cattle dehorning, KD
16675	Coops or crates, animal or poultry, other than shipping, steel or steel and wire combined, KD or folded flat
16685	Coops or crates, animal or poultry, other than shipping, wooden, KD flat or folded flat
16715	Eggs, nest
16735	Feeders, salt brick (salt brick holders)
16745	Fruit picking platforms, elevating, KD
16750	Heaters or smudge pots, garden or orchard, cast iron
16755	Heaters or smudge pots, garden or orchard, sheet steel, KD
16760	Heaters, tank, iron, noibn
16775	Hens' nests, KD
16780-A Sup. 21	Hog oilers or greasers, iron, or iron and wood combined
16792	Mangers (feed boxes), feeding, fibreboard, wallboard or wood and fibreboard wallboard combined, KD
16820	Mangers (feed boxes) or troughs, feeding or watering, without automatic water check attachments, cast iron, with legs attached or without legs

[fol. 1564]

16825-A Sup. 35	Mangers (feed boxes) or troughs, feeding or watering, without automatic water check attachments, plate or sheet, noibn, 13 gauge or thinner, SU, nested, or 13 gauge or thinner, KD, other than flat
16840	Mangers (feed boxes) or troughs, feeding or watering, cement, earthenware, stoneware or stone
16845	Mangers (feed boxes) or troughs, feeding or watering, wooden or wood with sheet iron covers, KD
16870	Pens, live stock, wooden, KD
16872 Sup. 21	Pokes, animal, iron or steel
16875	Racks, feed, steel, SU
16890	Roosts, chicken, completely KD
16895	Seed corn driers, steel, KD or flat
16905	Silo doors or silo door frames, steel or wood
16910	Silo roofs, steel, KD
16915	Silos, steel, KD
16940	Stall guards, iron or steel
16950	Stall pans, cast iron
16955	Stalls, KD, livestock
16965	Stanchion frames, KD, livestock
16970	Stanchions, livestock,
16975	Stands, poultry, feeder or waterer, steel, wood or steel and wood combined, KD flat or folded flat

EXHIBIT No. 2—Continued

Item No.	Commodity
16985	Traps, hens' nest, steel, KD flat
16990	Traps, hog, KD flat
16992	Troughs, chicken feeding, fibreboard, KD flat
16995	Troughs, chicken feeding, wooden
17005	Water bowls or cups, livestock, iron, with or without automatic water check attachments
17025-A Sup. 35	Bag fasteners, steel and paper combined

[fol. 1565]

17072 Sup. 21	Animal livers, dyed and frozen
17125	Capsicum (red pepper) residue, having value only for animal or poultry feed mixture
17130	Charcoal, ground or crushed
17185	Fish food, ground cooked fish
17190	Fish food, noibn
17195	Fish meal, fish roe meal or fish scrap, ground, pulverized or screened
17205	Fodder, bean, cane, corn or pea, in machine pressed bales
17215	Ginger root residue, having value only for animal or poultry feed mixtures
17220	Hay, in machine pressed bales
17225	Husks (shucks), corn, in machine pressed bales
17280	Nut meats, spoiled or wormy, unfit for human consumption
17315	Peanut grits
17320	Peanut hearts (peanut germs)
17325	Peanut hull fibre, in machine pressed bales
17355	Salt, livestock, medicated
17365	Straw from threshed grain, in machine pressed bales
17420	Fertilizing compounds (manufactured fertilizers), noibn, liquid
17470	Hemp, manila or sisal fibres
17475	Istle (tampico) fibre
17490	Palm or palmetto fibre
17495	Plastering fibre, noibn
17500-A Sup. 21	Plastering fibre, wood
17510	Tow, flax
17512 Sup. 21	Typha fibre, not processed, in machine pressed bales

[fol. 1566]

17555	Figures, plaster, or alum and unvitrified clay, not metal coated, other than religious
17570	Fillers, or partitions for packing, noibn, wooden, flat, KD flat or folded flat
17580	Filling, sisal
17590	Filtermasse (filterboard or filter pulp)

Exhibit No. 2—Continued

Item No.	Commodity
17600	Fire extinguisher charges or compounds, noibn
17605	Fire extinguishers, chemical, hand or stationery, other than wheeled
17660	Fireplace linings, iron
17667	Fireproofing compounds, liquid, noibn
17795	Fish net preservative, liquid or paste, noibn
17807	Flag poles, staffs or sticks, steel
17808	Flag poles, staffs or sticks, wooden, finished or in the white, with or without attachments
17819	Flax noils
17825	Flax shives
17835	Flax straw, threshed
17860	Flocks, wool
17870	Carpet lining, cotton, jute or shoddy, quilted (stitched between sheets of paper)
17880	Carpet lining, grass
17900	Carpets, carpeting, mats, matting or rugs, iron, steel or wire
17905	Carpets, carpeting, mats, matting or rugs, linoleum; cork; felt base, asphalted, plain, painted or decorated; or wood fibre base, impregnated and decorated
17920	Carpets, carpeting, mats, matting or rugs, wood (parquet, flooring)
17940	Mats, floor, made from old rubber tires and wire combined
17942	Mats, wood (not parquet flooring)
17990	Fern roots as dug from nursery or forest
18002	Gladioli bulbs
[fol. 1567]	
18027	Flotation reagents, noibn
18045	Flower stems, florists', wooden or wood and wire combined
18055	Bay (laurel), marjoram, rosemary, sage, savory, tarragon or thyme leaves
18080	Fluid, lightning arrester
18100-A Sup. 37	Foil, aluminum or tin, without paper back or backed with paper weighing 30 lbs. or less
18105-A Sup. 37	Foil, aluminum or tin, backed with paper weighing more than 30 lbs.
18110-A Sup. 37	Foil, lead, lead and tin combined, or zinc, with or without paper, paperboard or pulpboard back
18125	Foil scrap, aluminum, lead, lead and tin combined, or zinc, with or without paper, paperboard or pulpboard back, or tin backed with paper, paperboard or pulpboard
18160	Beans, cocoa
18205	Brewers' wort, dry
18225	Chufas
18247 Sup. 40	Cocktail mix, liquid, non-alcoholic, other than beverages
18325	Extracts, root beer
18376 Sup. 21	Flour, cooked

Exhibit No. 2—Continued

Item No.	Commodity
18377	Flour, gelatinized
Sup. 21	
18435-A	Fruit or fruit peel, drained
Sup. 35	
18460	Fruit, noibn, in brine
18465	Fruit or fruit peel, candied, crystallized, glaced or stuffed, noibn
18540-A	Juice, fruit, artificial or natural, other than frozen, noibn
Sup. 21	
18590	Malt extract, liquid
18595	Malt extract, other than liquid, malt powder (dehydrated malt syrup), or maltose (malt sugar)

[fol. 1568]

18675	Mustard, ground, or mustard meal
18680	Mustard cake
18715-A	Potatoes, diced and cooked or cooked and shredded, noibn
Sup. 21	
18720	Potatoes, shoestring, fried
18790	Shrimp, dried
18817	Spice base, grain
18830	Sugar, brewers' prepared
18835	Sugar, cane and maple combined, in lump, bricks or cakes
18855	Sugar, maple
18860	Sugar spread (sugar and glucose mixed)
18865	Syrup, coloring, burnt sugar (caramel)
18880	Syrup, malt or malted, not medicated
18920	Water, mineral, noibn, or plain, not flavored nor phosphated, carbonated (charged)
18925	Water, mineral, noibn, or plain, not flavored or phosphated, other than carbonated
18950	Foot warmer or hot bottle charges, chemical
18985	Standards or bases, dress fitting form, metal
19030	Flasks, iron or wood, separate or combined
19035	Boards, follow or molding, chillers, copes, nowels or plates, flask bottom or core
19040	Nowel pins
19095	Frames, sign, wooden with steel rods, KD
19105	Frames, theatrical scenery, KD
19155	Figs, powdered
19165	Garlic or onion, powdered, or garlic or onion ships
19185	Peaches, powdered
19215	Prunes, powdered
19220	Sweet corn, drie

[fol. 1569]

19245	Apples, fresh
19260	Beets with tops, carrots with tops, onions with tops, parsnips with tops, rutabagas with tops, turnips with tops, or summer squash

EXHIBIT No. 2—Continued

Item No.	Commodity
19280	Cantaloupes, muskmelons or melons, noibn
19295	Citron melons
19305	Cranberries
19330	Garlic, dry
19345	Horseradish roots
19355	Lingonberries, fresh
19390	Pears, fresh
19435	Watermelons
19440	Yucas or manes
19445	Fuel oil treating compounds
19457	Fur stretchers, wooden, KD or flat
19460	Furnaces, assayers'
19465	Furnaces, clay, pail-shaped
19475	Furnaces, metal heat treating or melting, noibn, or parts, noibn
19537	Cabinets or lockers, storage or wardrobe, fibreboard wallboard or fibreboard wallboard and wood combined, KD flat
19635	Bedstead rails, bedstead rails and holders combined, or bedstead slats, steel
19660	Benches, locker room, KD flat
19675	Benches, work, noibn, steel, or steel and wood combined, KD flat (drawers may be SU)
19775	Filing cabinets (filing cases), noibn, steel
19855	Cabinets or lockers, storage or wardrobe, steel, without glass, KD flat
20005	Children's bed springs, linked or woven wire, with angle iron frames
20020	Cots, linked or woven wire springs and steel frames, frames collapsed or folded, springs detached from frames and collapsed or rolled
20025	Cots, linked or woven wire, folded flat, thickness folded not exceeding 2 inches

[fol. 1570]

20145	Kitchen cabinet bases, in the white, KD flat
20205	Settees, iron, or iron with wooden slats, KD
20380	Bins or shelving, steel, noibn, KD flat
20390	Counters, beverage bar or soda fountain, KD
20440	Show case frames (show cases without glass), steel, completely taken part
20500	Bases or pedestals, chair, stool or table, noibn, iron
20507	Chair seats, fibreboard
20515	Clamps, bed post or filler, iron or steel
20525	Couch frame hinges or legs, steel, flat or folded flat
20535	Frames, bed spring, cot, couch or lounge, wooden, in the white, KD
20575	Furniture frames, wooden, noibn, KD
20585	Furniture stock, wooden, noibn, in the white

EXHIBIT No. 2—Continued

Item No.	Commodity
20590	Legs or feet, composition or wooden
20600	Revolving or tilting fixtures, chair or stool, iron or steel
20625	Table parts, wooden, in the white, noibn
20630	Table or drawer slides, steel
20635	Table or drawer slides, wooden
20640	Tops, cedar chest or flat top desk
20652	Galvanizing blanket crystals
20655	Galvanizing solution, noibn
20660	Gambier, liquid extract
20665	Gambier, solid
20685	Blocks, school educational construction, wooden, in the white
20698	Dish sets, glass or pottery
20815	Play houses, KD flat, solid fibreboard
20905	Flower boxes, garden or lawn, stone or terra cotta
20930	Gas burner tips, nozzles, sleeves or stopper heads, steatite
20955	Gas purifying compounds, noibn
20970	Air, compressed, in steel cylinders
20977	Anhydrous hydrogen chloride, liquefied, in steel cylinders
20980	Argon gas, compressed, in steel cylinders
20985	Boron trifluoride gas, compressed, in steel cylinders
21045	Hydrogen sulphide gas, compressed, in steel cylinders

[fol. 1571]

21075	Pintsch gas, compressed, in steel cylinders
21080	Propange gas, compressed, in steel cylinders
21090	Gasoline preservative, liquid, noibn
21092	Gates, fence, wood and iron, steel or wire combined
21093	Gates, fence, wooden
21135	Building slabs, opaque glass, noibn, 5/16 inch thick or less, with or without backing
21180	Glass, microscopical slide or cover
21187	Glass, rolled, overlaid with aluminum metal strips
Sup. 21	
21225	Glass, window, other than plate, not framed, leaded nor laminated; plain, colored, chipped, decorated, etched, ground or sand blasted, not bent
21235	Photograph negatives, glass, old
21290	Balls, lightning rod
21300	Battery jars, with or without one hydrometer syringe
21305	Beer mugs, glass
21310	Bottles, noibn, other than cut, one quart or less in capacity
21315	Bottles, carboys, demijohns or jars, noibn, other than cut, with or without their equipment of caps, covers, stoppers or tops, one gallon or less in capacity
21335-A	Bottles or demijohns, glass, old
Sup. 35	
21440-B	Glassware, other than cut, noibn, actual value not exceeding $20.00 per 100 lbs.

Exhibit No. 2—Continued

Item No.	Commodity
21470	Jelly glasses or jelly tumblers, with or without their equipment of covers or tops
21490	Lenses, lamp, semaphore or switch light, cast or molded, not ground
21520	Rods or tubing, glass, straight, noibn
21525	Siphon bottles (bottles fitted with siphons), other than cut

[fol. 1572]

21540	Tops, counter or table, opaque glass over 5/16 inch thick with fibreboard, plywood or magnesite composition base, with metal or plastic rims
21550	Tops, scale (scale platters), opaque glass, over 5/16 inch thick
21560	Tumblers, noibn, glass, other than cut, actual value not exceeding $20.00 per 100 lbs.
21575	Vases or decorated jars, glass, other than cut, actual value not exceeding $20.00 per 100 lbs.
21585	Washboard plates, glass, rough rolled
21610	Glue, noibn, dry
21620-A Sup. 21	Glue, noibn, liquid
21680-A Sup. 35	Pop corn, not popped, shelled
21850	Grape juice, concentrated, 60% solid
21855-A Sup. 21	Graphite, in boxes
21875	Crucibles, graphite black lead or plumbago
21905	Grave markers, not monuments nor gravestones, iron or steel
21915	Grave markers, stone, with metal plate attached, finished surfaces protected by boxing or crating
21980	Slate, roofing
22000	Soapstone or talc, crude, ground or dust
22085	Degras, sod oil or wool
22090	Grease, noibn
22095	Guayule resin
22110	Lubricating grease, noibn
22115	Tanners' grease, noibn
22125	Guayule (rubber weed), not guayule gum
22135	Gum, accroides
22160	Gum, box toe
22175	Gum, congo

[fol. 1573]

22180	Gum, copal, noibn
22185	Gum, damar (demar)
22190	Gum, elemi
22210	Gum, kawrie (kauri)
22215	Gum, manila

Exhibit No. 2—Continued

Item No.	Commodity
22225	Gum, pontianac
22245	Gum, thus
22268	Gum stocks, in the rough
22295	Hair, cattle, goat or horse, washed or not washed, not curled, noibn, in machine pressed bales
22310	Hair, hog, including crude hog bristles, washed or not washed, not curled, noibn, in machine pressed bales
22325	Hair, noibn, in machine pressed bales
22330	Hair, rabbit, not hatters' fur, in machine pressed bales
22370	Hammock stands, steel, KD or folded flat
22415	Handles, iron or steel, noibn
22420	Handles, parcel or package carrying, wire, with wooden grips or handholds
22425	Handles, sad iron, iron, or iron and wood combined
22435	Handles, whip (whip stocks)
22440	Handles, wire (wire bails), noibn, with or without wooden grips or handholds
22465	Andirons (fire dogs), iron
22475	Animal tethers, noibn, steel, or steel and wood combined, with or without tie ropes
22480	Aquarium frames, iron KD
22485	Ash scrapers, iron
22490	Awning frames, KD, or fixtures, iron
22510	Bell or gong bodies or body blanks, iron or steel, not plated
22525	Bells, cow, metal

[fol. 1574]

22535	Bells or gongs, noibn, iron or steel, not plated
22555	Belt fasteners, hooks or lacings, metal, other than steel
22560	Belt fasteners, hooks or lacings, steel
22565	Binding, carpet, oilcloth or linoleum, metal
22580	Bodies, oil well reamer or socket, iron or steel, unfinished
22590	Bolts, door or window, iron or steel
22600	Bolts, or nuts, noibn, iron or steel, nickel plated
22615-A Sup. 21	Box edging, perforated sheet metal
22620	Box strap seals or sleeves, steel
22630	Brackets, ladder, steel KD flat or folded flat
22635	Brackets, scaffold, iron
22640	Brackets or supports, children's sled, for attaching body or top to runners, iron
22670	Bungs or plugs, noibn, zinc alloy
22660-A Sup. 40	Bungs or plugs, noibn, iron or steel, with gaskets
22680	Caps, paper core, steel
22715	Chains, belting or sprocket, machine finished or silent, steel
22740	Chairs, joist, sound deadening, steel and felt combined
22770	Clips, paper winding core, iron
22772	Clips, shovel handle, steel
22773	Clips, wallboard joint

Exhibit No. 2—Continued

Item No.	Commodity
22805	Damper regulator levers or weights, iron
22815	Dampers, fireplace throat, plate or sheet steel
22820	Door checks, automatic, metal
22835	Fasteners, box, pail or tub, noibn, steel or steel wire
22905	Fenders or fireplaces guards or screens, iron or steel, plain or brass coated or plated, or with brass trimmings, cast or wrought

[fol. 1575]

22910	Ferrules, noibn, iron
22920	Fire pokers, iron
22955	Flag holders or stands, iron
22965	Frames, factory shoe rack, iron, folded
22970	Frames, suit case, steel
22975	Frames, traveling bag, other than suit case, metal
22980	Gambrels, steel
22990	Gates, bin or hopper, steel
22995	Glaziers' points, metal
23005	Grindstone fixtures, iron
23015	Handle yokes, iron, with or without wooden grips
23020	Hardware, noibn, iron or steel
23050	Highway guard rail cable supports, steel
23060	Hinges or butts, noibn, iron or steel, spring
23075 23080	Hollowware, cast iron, enameled or other than enameled
23085	Hooks, noibn, iron or steel, galvanized, plain, japanned or tinned or brass, bronze, copper or cadmium coated
23105	Hose bridges, iron, KD
23110	Hose clamps, iron or steel
23130	Insulator caps, iron
23135	Kettles, noibn, iron or steel, other than steam jacketed
23140	Key blanks, iron or steel, finished
23155	Ladle linings, cinder or hot metal, cast iron
23165	Lap links or lap rings, steel
23175	Load binders, iron
23180	Locks or lock sets, noibn, metal
23185	Lot markers, iron
23195	Magnets, noibn, demagnetized or not magnetized, or magnet castings, rough or machined, not magnetized

[fol. 1576]

23205	Mail cranes, iron or steel, KD or folded
23220	Mortars, hand, iron, with or without pestles
23247	Nipples or tubing, steel, open seam, with rolled screw threads
23260	Pans, core baking, cast iron
23270	Pans, iron or steel, noibn, plate or sheet, 17 gauge or thinner
23275	Pans, iron or steel, noibn, plate or sheet, 18 gauge or thicker, or cast
23280	Picket pins, steel, for tethering animals
23290	Radiator brackets or hangers, iron

Exhibit No. 2—Continued

Item No.	Commodity
23315	Rivets, iron or steel, nickel plated
23330	Roller spirals (unfinished helical rollers made of flat steel)
23345	Sash balances, spring, steel
23360	Sash pulleys, iron or steel
23365	Scale testing weights, iron
23385	Screws, noibn, nickel plated
23400	Shelves, kitchen cabinet, oven, rack or refrigerator, wire or wire and iron combined
23405	Shoes, horse, mule or ox, iron and canvas, rope or rubber combined
23410	Sign brackets or standards, iron, without electric fixtures, with or without bases
23425	Spring supports, for coiled or spiral wire springs, sheet or wire, steel
23455	Stove cover lifters, iron
23465	Street crossing pavement markers, brass and iron combined
23470	Street crossing pavement markers, iron or steel
23490	Tacks, including Hungarian or shoe nails, noibn, steel, with zinc heads
23495	Tag holders, iron or steel
23500	Tags, steel or tin

[fol. 1577]

23505	Tent frames or tent tripods, steel or steel and wood combined, KD or folded
23510	Tent poles, steel, collapsed and folded
23515	Tent stakes, iron
23520	Tilting frames, bottle or carboy, iron or steel, folded or completely KD
23530	Toggle bolts, iron or steel
23540	Tracks, motor vehicle or tractor, completely taken apart, troughs nested, iron or steel
23545	Tree guards (tree protectors), metal
23550	Trimmings, tinners', iron, steel, tin or wood, separate or combined, noibn
23555	Trunk straps, iron
23560	Trunk trimmings, noibn, iron, steel or tin
23570	Turnbuckles or sleeve nuts, threaded, insulated, metal
23585	Turpentine cup aprons, iron
23590	Turpentine cups, with or without aprons or hangers, iron or steel
23595	Vases, finished, iron, KD
23605	Venetian blind hardware (fixtures), metal
23620	Weather vane supports, iron, KD
23635	Wiper strips, ingot mold, steel
23640	Wire, iron or steel, covered or insulated, noibn
23650	Wire, picture cord, metal
23660	Work bench legs, iron or steel
23670	Back hand or hame hooks, iron

EXHIBIT No. 2—Continued

Item No.	Commodity
23685	Buckles or hooks, noibn, iron, harness or saddlery
23695	Covers, horse, burlap, unlined
23710	Hames
23725	Harness or saddlery hardware, noibn, iron or steel

[fol. 1578]

23760	Stirrups, metal, saddlery
23805	Hats, felt, old and worn out, in machine pressed bales
23895	Hide gelatine setting compound, liquid
23915	Clippings or scraps, cattle, dog, goat, horse or sheep
23945	Hides or skins, alligator, antelope, deer, elk or moose, green, green salted or pickled
23960	Hides or skins, buffalo, green or green salted
23980	Hides or skins, cattle or horse, pickled or raw splits (flesh side of split hides)
23990	Hides or skins, dog, green, green salted or pickled
24010	Hog or pig skins or hog or pig hide trimmings, frozen
24030	Hides or skins, porpoise, shark, sawfish or other sea fish or sea mammal, noibn, green salted
24032	Hides or skins, sea dog, green salted
24090	Holders, christmas tree, noibn, iron, cast
24095	Holders, christmas tree, noibn, iron, other than cast, flat, KD or nested
24100	Holders, christmas tree, noibn, wooden, KD flat or folded flat
24110	Holders, flower, grave, cast iron, not exceeding 12 inches in height
24112	Holders, flower, lead base
24145	Hoof dressing or animal ointment, in bulk in barrels
24150	Hoof stuffing, earthen or medicated moss peat
24160	Hooks, button, iron or steel
24180	Hoppers, coal, concrete or ore, iron, KD flat
24260	Bottle openers, noibn
24265	Broilers, noibn, iron or wire, flat or nested, without covers or drip pans
24270	Can keys
24380	Lemon Squeezers, noibn

[fol. 1579]

24410	Potato mashers, noibn
24417	Racks, shoe, flat, KD flat, or folded flat
24420	Reels, clothes line (clothes driers), flat, folded flat or KD
24440	Washboards
24455	Hurds, hemp or ramie, ground or not ground
24460	Ice, packed in absorbent material
24475	Ink, marking (brush or stencil marking ink)
24480	Ink, printing
24485	Ink, writing
24495	Ink reducing paste

EXHIBIT No. 2—Continued

Item No.	Commodity
24500	Insecticide adhesives, spreaders or stickers, dry
24595	Insulating compounds, electrical, noibn
24605-F Sup. 35	Insulating material, asbestos, felt paper or magnesia, separate or combined; calcium silicate and asbestos combined, with or without slag; cast cellular gypsum, with or without paper backing; diatomaceous earth and clay combined; fibre and mineral wool (rock or slag wool) combined; mineral wool (rock or slag wool) with binder; mineral wool (rock or slag wool) and asbestos board combined; mineral wool (rock or slag wool) and cotton cloth or paper combined; infusorial earth and asbestos combined; vermiculite, asbestos and cement or diatomaceous earth combined; vermiculite and asphalt combined; or vermiculite, cork dust and cement combined, in solid flat blocks or solid flat sheets
24635	Bituminized corrugated paper or board
24660-A Sup. 35	Cement, cork insulation, liquid
24685	Copper combined with asphalt, cotton fabric, asbestos felt or paper
24715	Mineral wool (rock or slag wool), metal reinforced
24720	Mineral wool (rock or slag wool), plain or saturated, other than batts.
24730-A Sup. 35	Paper, used news print, stitched between sheets of felt or paper
24735	Shredded wood, compressed, with binder

[fol. 1580]

24740	Slag, granular and fibre, mixed
24748 Sup. 37	Vermiculite with binder, in solid flat blocks or solid flat sheets
24760-A Sup. 35	X-ray proof lath, pulpboard or plasterboard and lead combined
24765	Insulating pitch, electrical
24775	Insulators, electric wire, noibn, asbestos and mica composition
24780	Insulators, electric wire, noibn, glass, pottery or pottery and iron combined, or iron parts, thereof
24795	Insulators, electric wire, noibn, pottery and brass, bronze or copper and iron combined or composition and iron combined
24800	Insulators, joint, iron, brass, mica and insulating composition combined
24805	Insulators, strain
24810	Iron converter scale
24840	Annealing boxes or pots, or annealing box or pot bottoms, noibn, finished or unfinished

[fol. 1581]

EXHIBIT No. 2—Continued

Item No.	Commodity
24875	Bar chairs, spacers or ties, concrete or plaster reinforcement
25005	Carbonizing boxes or pots, iron or steel
25020	Castings, noibn, or forgings, noibn, iron or steel, not including products of plate or sheet iron or steel, coated, joined together or tooled
25060	Columns, spiral, noibn, or column hoops, concrete or plaster reinforcement
25075	Concrete piling reinforcement
25125	Fencing, wire and iron or steel combined, SU, in panels
25210	Lathing or ribbing, concrete or plaster reinforcement, wire
25340	Plate or sheet, iron or steel, nickel-clad
25345	Plate or sheet, iron or steel, noibn, crystalized, decorated, embossed, enameled, japanned, lacquered, lithographed, marbleized, nickel poated or printed
26492	Sheets, iron or steel, reinforced with expanded steel
25685	Iron or steel cleaning compound, noibn, liquid
25690	Iron or steel rust preventing or removing compounds, other than petroleum, noibn, in bulk in barrels
25705	Ivory, animal, scrap or shavings
25715	Ivory, nut or vegetable, other than meal, scrap or shavings
25745	Knobs or pulls, door or drawer, noibn
25765	Ladders, noibn, steel
25830	Lamp shades or reflectors, iron, steel or tin, with or without equipment of sockets
25995	Street lamp reflectors and insulators combined, earthenware
26030	Anodes, lead
26055	Base bullion, lead, pig or slab
26060	Blanks or discs (unfinished shapes), lead, tin coated
26075	Dress weights, lead
26115	Tags, lead
26160	Blue chrome splits, partially tanned and having moisture content not less than 30%

[fol. 1582]

26190	Leather, grained
26200	Leather, pancake
26210	Leather scrap, value exceeding 3½ cents per lb.
26220	Leatherboard
26225	Leatherboard scrap, value exceeding 3½ cents per lb.
26245	Leather tie strings (rawhide leather strips of irregular width and length)
26255	Leather finishing, softening, sponging or stuffing compounds, noibn, in barrels
26290	Licorice (licorice extract) mass
26295	Licorice (licorice extract) powdered
26320	Lignite char, not activated
26350	Liquors, malt; ale, beer, beer tonic, porter, stout or non intoxicating cereal beverage

Exhibit No. 2—Continued

Item No.	Commodity
26690	Lockers, cold storage, steel, KD flat
26700	Locking rings, barrel or drum head, steel
26705	Loofas, in machine pressed bales
26710	Lubricant, grease-binder (lubricating grease, other than petroleum lubricating grease, combined with fibre, not oiled waste)
26712	Lubricators, railway track, iron or steel
26740	Bark, tan, ground, other than spent
26920	Lumber, cigar box, cedar or foreign woods
26925	Lumber, cigar box, domestic woods, stained or veneered
26930	Lumber or veneer, noibn, foreign wood, other than Canadian wood or Mexican pine
26935	Lumber or veneer, noibn, native wood, Canadian wood or Mexican pine
26945	Match splints (match sticks)
27000	Roof trusses, wooden, KD
27075	Veneer, native wood, paper covered, 1/8 inch or less in thickness
27100	Wood, built-up or combined, noibn, foreign wood, other than Canadian wood or Mexican pine

[fol. 1583]

27120	Wood sawdust, colored
27135	Wood shavings, noibn
27210	Ash conveyors, steam jet
27225	Baffles, absorber tower, steel, other than wire
27330	Balls or rolls, bearing, anti-friction, iron or steel
27370	Bearings, noibn, ball or roller
27405	Bed plates, iron, noibn
27460	Bobbin rings, wire
27485	Bobbins, iron, steel or wood, separate or combined
27545	Bulldozers, metal working
27575	Bushings, ball or roller
27580	Bushings, noibn, iron or steel
28045	Cider mills or presses, KD
28050	Clay gatherers, wheels and poles detached, body taken apart
28065	Brick making machine augers, knives or propellers
28115-A Sup. 21	Pug mill hubs or knives
28125	Revolving dump tables, KD
28140	Clay crusher, disintegrator or granulator parts, cast iron or steel, in the rough as from the mold
28175	Cogs, gear wheel (mill cogs), wooden
28195	Connecting rods, internal combustion engine, worn out
28200	Conveying, dredging, dumping or hoisting buckets, dippers or skips, iron or steel
28205	Conveyor flights, wooden
28230	Cotton compresses, KD, or parts, iron or steel
28240	Cotton cleaners, or cotton cleaner parts, noibn

EXHIBIT No. 2—Continued

Item No.	Commodity
28260	Cotton or seed flues, wooden, KD
28270	Cotton receivers or separators
28275	Cotton distributors, noibn, KD

[fol. 1584]

28290	Cotton gin feeders
28295	Cotton gin, gin feeder or lint condenser parts, noibn
28300	Cotton gin presses, KD, or parts thereof, noibn
28302	Cotton gin press trampers (cotton packers), or parts thereof, noibn
28315	Cotton gins
28325	Cotton lint condensers, with or without bottoms
28395	Crushers, breakers or grinders, coal, ore or stone, or coal or stone crushers and elevators combined
28460	Die sets (die holders), stamping or punching machine, iron
28463 Sup. 21	Dies, antimonial lead or zinc alloy
28485	Dipper handles, dredge or power shovel
28590	Elevator buckets, iron or steel
28600	Elevator legs, iron, steel or wood, KD
28620	Flights, chain and steel, conveyor, assembled
28635	Gravity chute conveyors, steel, KD
28640	Gravity roller conveyors, KD, or in flat sections
28650	Box ends (through ends), gates or spirals (flights mounted on pipe or shaft), steel, spiral screw conveyor
28765-A Sup. 21	Filter parts, cast stone or tripoli
28775	Heads or ends, stands or legs, or side bars or beams, iron or steel, filter press
28780	Plates or cake frames, iron or steel, filter press
28805	Filters, gas, cast iron
28845	Forms, layouts or assembly jigs, wooden or wood and metal combined
28895	Fuel wood saw frames or tables, KD, with or without saw blades
28960	Gas house purifier grids or trays, wooden
29000	Glue heaters (glue pots), other than self-heating
29030	Discs, road grader

[fol. 1585]

29035	Graders or levelers, drag
29050	Road graders, wheeled, KD
29055	Road scraper bails
29065	Rollers, road, other than self-propelling
29085	Scarifiers, road
29105	Scrapers, noibn, horse drawn, wheeled
29110	Scrapers, noibn, horse drawn, other than wheeled
29115-A Sup. 40	Scrapers, noibn, tractor drawn

Exhibit No. 2—Continued

Item No.	Commodity
29120	Steering poles or guides, grader
29122	Tractor excavators or grader attachments, completely KD
29215	Heat exchanger sections or elbow, inlet or outlet fittings, therefor, cast iron
29230	Heaters, oil treating, cast iron, with gas burning equipment
29300	Accumulators, distillers, purifiers, receivers or regenerators, gas or liquid, ice making or refrigerating
29315	Cans, ice
29330	Condensers, equalizers or exchangers, gas or liquid, iron or steel, without fins; or coolers, brine or water, iron or steel, shell type
29335	Condensers, equalizers or exchangers, gas or liquid, iron or steel, without fins; or coolers, brine or water, iron or steel, pipe type
29350	Group frames, ice can, steel, SU
29355	Headers, gas or liquid
29415	Refrigerating sections, cooling room, cast iron
29460	Kettles, canning (boilers or retorts), iron
29480	Kettles, noibn, steam jacketed, iron or steel
29490	Kilns, brick drying or hardening, cylinder sections, SU, other parts SU or KD
29495	Kilns, china firing
29520	Ladles, foundry, open hearth or blast furnace, iron or steel, without trucks

[fol. 1586]

29680	Mandrels, forge or rolling, tube or pipe mill, steel
29685	Masts or towers, contractors' building material hoisting, KD, with or without necessary equipment of hoisting platforms, hoisting buckets or chutes and gin poles
29700	Mills, cane
29740	Mine or quarry drilling machine augers, bits, bit shanks or thread bars
29780	Cages, mine, KD
29810	Landing dogs
29825	Ore roasting or smelting furnaces
29840	Pots, forehearth or settling
29850	Scrappers, drag
29875	Smelting furnace water jackets, KD
29905	Nigger bars, saw mill
29915	Oil condensing sections, cast iron
29935	Cake formers or packers, oil mill, KD
29940	Cake presses or seed crushers, oil mill, KD
29960	Oil cake press boxes or plates, iron or steel
29975	Seed delinters
29980	Seed hullers, KD
29985	Paper makers' felt, old, used
30020	Paper mill beater rolls or grinding plugs, worn out

EXHIBIT No. 2—Continued

Item No.	Commodity
30030	Paper mill cylinder molds, wire covering damaged or worn out
30070	Pile driver frames, wooden, KD
30080	Pile drivers, noibn, KD
30105	Pile driving caps, iron or steel
30180	Press parts, printing, wooden, flat
30190	Presses, baling, noibn, KD
30205	Presses, hydraulic wheel, KD

[fol. 1587]

30220	Presses, noibn, filter, KD
30235	Pressure relief valves
30240	Printers' roller cores (printers' roller stocks), steel
30250	Propellers (propeller wheels) or propeller blades, or propeller wheel hubs, noibn, steel
30285	Buckets, chain pump, iron or steel and rubber combined
30290	Buckets, elevator pump, iron or steel
30300	Swivel spouts, pump, water conductor
30325	Pump parts, noibn, for hand or windmill pumps, iron or steel
30345	Pump working barrels (well pump cylinders), iron or steel, lined with brass or enamel, with or without fittings
30350	Pump working barrels (well pump cylinders), iron or steel, lined with iron or steel or not lined, with or without fittings
30360	Pumping jacks, noibn, other than oil well pumping jacks, KD
30405	Pumps, suction, wooden
30425	Pumps, hand or windmill, noibn, iron or steel, cast, SU or KD
30435	Pumps, hand or windmill, noibn, iron or steel, sheet and cast combined
30555	Rollers, printers', elastic composition covered, old, worn out
30570	Rollers, composition, leather or rubber covered, noibn, old, worn out
30600	Rolls, cane mill
30610	Rolls, engraved or etched, brass, bronze or copper, old, worn out
30620	Rolls, engraved or etched, iron or steel, old, worn out
30625	Rolls, garnett, old, worn out
30630	Rolls, grain grinding, iron or steel
30655	Rolls, paper mill, not engraved nor etched, iron or steel, covered, old, worn out
30670	Rolls, paper mill, not engraved nor etched, iron or steel, not covered
30680	Rolls, paper mill, noibn
30715	Rolls, noibn, iron or steel

[fol. 1588]

Exhibit No. 2—Continued

Item No.	Commodity
30725	Rolls, noibn, wooden, with iron or steel cores, solid
30735	Rubbing bed plates, noibn, cast iron
30740	Sand or gravel power pump parts, steel, consisting of cutter heads, impellers, shells, side plates or liners
30780	Scale beam boxes, wooden
30785	Scale or steelyard weights, iron or steel
30825	Scales, factory or warehouse, other than automatic, KD
30830	Scales, live stock, railroad track or vehicle, KD
30835	Scale beams or steelyards, steel
30885	Screening machines, coal, gravel, ore, sand or stone, revolving, KD, screen sections taken apart
30900	Screen cylinders, perforated iron or steel
30905	Screen plates or segments, perforated iron or steel, or steel wire cloth, flat, flanged or curved
31010	Pinions or racks, steam shovel, iron or steel
31050	Slag pots, mounted on wheels
31060	Snow plow attachments for automobiles or tractors
31115	Steam traps, other than tilting
31130	Stokers, mechanical
31140	Stone puller and carrier combined, KD
31165	Stump pullers
31240	Driers, hosiery or fabric, KD
31280	Textile beam or spool heads, other than cast iron or steel
31295	Card clothing, textile machine, old, worn out
31310	Cores, yarn winding, spiral, iron or steel
31395	Rollers, fluted, iron or steel, old, worn out
31415	Skewers, textile, wooden
31435	Treadle blocks, wooden
31440	Warp beams, without heads or with heads of 2-ply wood not less than 1¾ inches thick, or 3-ply hardwood glued together cross grained, or reinforced pressed steel, new

[fol. 1589]

31445	Warp beams, noibn, including beams with cast iron heads, new
31450	Tire benders, setters, shrinkers or upsetters
31455	Tire extensions, traction engine wheel
31485	Tractor axle shafts
31495	Tractor axles, without external or internal attachments or movable parts
31500	Tractor brake drums, without attachments finished
31515	Tractor exhaust pipes, steel, straight or bent, further processed than cut to length, with or without attachments
31550	Tractor hubs, iron or steel, with bearings
31565-B Sup. 37	Tractor or traction engine parts, tractor engines, or tractor treads or bogie or idler wheels, old, used, having value for reconditioning
31575-B Sup. 40	Tractor seats, iron or steel, with seat springs or brackets

EXHIBIT No. 2—Continued

Item No.	Commodity
31580	Tractor tread pins, steel
31590	Tractor treads, noibn
31620	Tree diggers, KD
31640	Trolleys, overhead track, iron, with or without gear wheels
31730	Ventilating apparatus, factory or greenhouse (fixtures for operating windows in series), iron or steel, KD
31835	Wheels, balance or fly, iron
31840	Wheels, stone grinding or polishing, iron or steel
31850	Windmills, KD, or windmill parts
31920	Machine, machinery, army tractor tank, traction engine or tractor parts, noibn, wooden, flat or KD flat
32015	Marbles, iron, hollow
32022	Masts, radio broadcasting, tubular, steel, in sections
32030	Mats, blasting or bowling pit, rope
32035	Mats or pads, stove or table, metal and asbestos or fibreboard combined
32150	Sausage, cooked, cured or preserved, noibn
[fol. 1590]	
32220	Metal annealing or tempering compounds, noibn
32225	Metal cutting, drawing or drilling lubricants or compounds, liquid or paste, noibn
32257	Bar or rod, zinc alloy
32280	Cable, scrap, lead covered copper, consisting of lead covered copper cable worn out or otherwise rendered unfit for use, having value only for remelting purposes
32365	Dross or sludge, cadmium
32405	Jewelers' sweepings
32435	Moldings, zinc alloy
32485	Silicon (silicon metal)
32490	Silicon copper
32510	Solder, braziers', noibn
32530	Terne metal (alloy of lead and tin), bars, pigs, slabs or scraps
32535	Tubes, noibn, lead alloy, flat
32565	Zirconium-manganese-silicon
32595	Meters, gas, noibn, cast iron
32640	Mica, ground or pulverized
32725	Moldings, electric wire, steel
32735	Moldings, mirror or picture frame, wooden, in the white
32750	Molding and mounting strips, rubber stamp, wooden, unfinished
32760	Molds, block or brick, hand
32765	Molds, bottle or glassware, cast iron
32770	Molds, bullion, iron
32775	Molds, burial vault
32782	Molds, carbon electrode, iron or steel, finished
Sup. 21	
32790	Molds, cigar

Exhibit No. 2—Continued

Item No.	Commodity
32795	Molds, concrete post, iron or steel, without frames or trucks
32800	Molds, concrete post, iron or steel, with frames or trucks, KD

[fol. 1591]

32815	Molds, metal molding, noibn, iron
32820	Molds, pipe, centrifugal, steel
32825	Molds, pipe, iron, consisting of chill plates, core bars and flasks
32830	Molds, plaster of Paris
32850	Molds, rubber, iron or steel
32855	Molds, terra cotta architectural work, plaster
32860	Tobacco molds, retainers or shapes, noibn
32865	Monuments, cast bronze or enameled steel shells, filled with concrete or tar aggregate, or insulation
32885	Moss, noibn, in machine pressed bales
32895	Mucilage
32900	Muffles, clay
32905	Mushroom spawn
33000	Organ or piano hardware, noibn, iron or steel
33025	Piano case backs, in the white
33050	Piano pedals
33055	Piano plates, iron or steel
33060	Piano sounding boards, in the white
33065	Piano tuning pins
33120	Myrobalans
33135	Neatsfoot stock
33200	Nickel matte
33220	Nickel scrap
33305	Nickel-copper scrap
33390	Blanks (unfinished shapes), noibn, nickel-silver
33415	Moldings, nickel-silver
33420	Plate, sheet or sheet strips, nickel-silver
33430	Rods, nickel-silver

[fol. 1592]

33435	Scrap, nickel-silver
33445	Wire, nickel-silver
33446	Nitrocellulose (colloided), non-fibrous, granular or flake, wet with alcohol or solvent or not less than 20% of water
33447	Nitro-cellulose (colloidion cotton, fibrous), wet, with not less than 20% of water or 30% of alcohol or solvent
33448	Nitro-starch, wet, with not less than 20% of water
33449	Nitro-starch, wet, with not less than 30% of solvent
33495	Cranberry vines
33525	Nutgalls
33535	Black walnuts, in shell
33555	Hickory nuts, in shell
33580	Peanuts, in shell, raw
33585	Peanuts, in shell, roasted
33600	Pecans, in shell

Exhibit No. 2—Continued

Item No.	Commodity
33602	Pinon (Indian nuts)
33605	Nuts, tung oil
33607	Nuts or kernels, oil bearing palm, noibn, including babassu, cohune, murumuru, ouricury, aouara, tucum or ocohuna
33630	Addressing machine plates, plain
33631	Boards, clip, wooden, without fixtures
33632	Boards, typewriter base
33660	Holders, cellulose tape, cast and sheet iron combined
33688	Typewriter copy holders, folded
33707	Oil filter shells or bases, iroh
33735	Adjusters and boards, oil well
33750	Bits, drilling, rotary, other than disc, reamer or roller type, or other than rotary
33755	Blocks, casing, well
33800	Castings, swing post, well

[fol. 1593]

33810	Clamps, disconnecting, well
33815	Clamps, drilling, drive or gas packing, well
33825	Covers, thief hole, iron
33830	Derrick cranes, well, KD
33835	Derricks, steel or wooden, well, including necessary equipment of ladders
33845	Elevators, pipe or sucker rod, well
33865	Heads, casing control, well
33875	Heads, drive pipe, well
33880	Hooks, casing, sucker rod, throw-off or tubing, well
33890	Jacks, tool, oil well
33910	Links, well
33950	Plugs, cementing, wood and rubber, or wood, rubber and leather combined
33955	Plugs, dry hole, iron or lead, or iron or lead combined, or wooden
33995	Rig irons, noibn, iron, steel or wood, including necessary quantity of nails
34000	Rings and wedges, well
34005	Rods, polished or valve, oil, water or gas well
34010	Saddles, jack, oil, water or gas well
34020	Savers, oil
34025	Spiders, liners or slips, well
34030	Spudding shoes and rings, well
34035	Stirrups, disconnecting, well
34060	Tongs, pipe, oil, water or gas well
34065	Tools, drilling, noibn, oil, water or gas well
34080	Tug pulleys, iron, wooden or wood and iron combined
34090	Wagons, casing or bit, oil, water or gas well
34100	Well points or well strainers, iron or steel

[fol. 1594]

Exhibit No. 2—Continued

Item No.	Commodity
34105	Well points or well strainers, iron or steel and brass or bronze combined
34115	Well throw-offs
34120	Wheels, band, oil, water or gas well
34125	Wheels, bull, oil, water or gas well
34130	Wheels, calf, oil, water or gas well
34135	Wobblers, oil, water or gas well
34140	Wrenches, drive clamp
34145	Wrenches, sucker rod
34155	Wrenches, tool, oil, water or gas well
34165	Oil, andiroba
34170	Oil, aniline
34175	Oil, apricot or peach kernel
34180-A Sup. 21	Babassu; cocoanut; copra; cohune; coquito; dende nut; monilla (monea) seed; murumuru; ouricury (urucury); palm; palm kernel; sheanut; tucum nut; or urucuriiba oils
34205	Oil, chinawood (tung nut oil)
34210	Coal tar or gas drips, crude, noibn, including crude coal tar naphtha or crude light oil of coal tar
34215	Corn oil, liquid or sulphurized
34220	Corn oil, vulcanized
34225	Cottonseed oil, liquid
34230	Creosote oil (dead oil of coal tar or wood tar)
34237	Fatty acid esters of vegetable, fish or animal oils, noibn
34240	Fatty acids of vegetable, fish or sea animal oils, noibn, inedible
34245	Fish liver oil, edible or medicinal
34250	Fish or sea animal oil, noibn, liquid
34260	Harness oil, noibn
34265	Hemp seed oil
34270	Kapok oil

[fol. 1595]

34275	Oil, lard or inedible grease
34285	Oil, lubricating, noibn
34290	Oil, mustard seed
34295	Oil, neatsfoot, noibn
34310	Oil, oiticica
34325	Peanut oil, liquid
34330	Oil, perilla
34335	Petroleum tar oil, noibn
34345	Oil, raisin seed
34350	Oil, rape seed
34355	Oil, red, from animal or vegetable fats
34360	Oil, rice or rice bran
34365	Oil, rosin
34370	Oil, rubber nut kernel
34375	Oil, safflower seed

Exhibit No. 2—Continued

Item No.	Commodity
34380	Oil, sesame
34385	Soluble cutting oil base
34395	Oil, sunflower seed
34415	Tall oil, esterified
34420	Tallow oil
34425	Tanners' oil, noibn
34430	Teaseed oil (teanut)
34435	Ucuuba (ucuhuba)
34440	Oil, walnut
34445	Oil, wheat
34450	Oleo stock
34477	Bomb fin assemblies
34497	Cartridge clips, or ammunition links, cannon or machine gun, steel

[fol. 1596]

34555	Gun platforms, wood and steel combined, wheels off
34590	Mine water sweeping kites, iron or wood and iron combined, KD or folded flat
34595	Mortars, pyrotechnic bomb
34620	Projectile bands, brass, bronze or copper
34630	Projectile parts, noibn, iron or steel, empty, rough machined but not further finished
34655-A Sup. 21	Shell containers (paper tubes with metal tops and bottoms)
34775	Bridge builders', contractors' or graders' outfits, noibn, without live stock
34816	Outfits, cobblers'
35020-A Sup. 21	Packing cushions or packing pads, excelsior, grass, hay, straw, or shredded or macerated paper
35023 Sup. 21	Packing cushions, or packing pads, indented chipboard wrapped in paper sleeves, flat
35190	Blackboard coating (liquid slating)
35215	Enamel, other than watch dial
35230	Enamel whitening compound, noibn
35370	Rust preventive pipe line coating, asphaltum, coal tar or pitch base, other than asphaltum or coal tar paint or varnish
35425 Sup. 37	Pallets, platforms or skids, for lift trucks, without bodies, enclosures, standing ends, sides, stakes or standards
35430	Palmette or palm buds or leaves, other than decorative
35435	Panels, background, store display, fibreboard and wood, painted, KD, flat or folded flat
35475	Carbon paper, noibn, actual value not exceeding 30 cents per lb.
35480	Paper, carbonized print
35485	Paper, cigarette, uncut
35490	Paper, clippings or scrap, sensitized paper

[fol. 1597]

Exhibit No. 2—Continued

Item No.	Commodity
35602	Paper, dusting or polishing
Sup. 40	
35605	Paper, noibn, not printed
35635	Pulpboard, coated, not printed
35652	Paper, resin impregnated, not laminated
Sup. 37	
35715	Paper, waste, ground
35745	Paper, wrapping, corrugated
35800	Baskets, waste, fibreboard, folded flat
35825	Bowling alley score tablets, paper
35835	Bread bands, pulpboard, not printed
35925	Cop tubes, paper or pulpboard
36030	Flower pots, laminated pulpboard, machine pressed, chemically treated
36120	Liners, fruit basket, pulpboard
36145	Megaphone blanks, pulpboard

[fol. 1598]

36163	Pails, pulpboard, noibn, flat
36215	Planting pots, paper or bituminized pulpboard or felt, folded flat
36240	Protectors, roll, fibreboard or pulpboard
36245	Punch or sales boards, fibreboard, flat or folded flat
36295	Sticks, candy or ice cream, paper
36307	Wrappers, coin, paper, flat or folded flat
36335	Adhesive paste, noibn
36350	Paste, flour (dry paste flour), with or without chemical ingredients
36355	Paste, starch or dextrine (dry starch or dextrine paste), with chemical ingredients
36360	Paste, textile printing or textile printing reducing
36365	Pattern material, wooden, fluted or scored
36467	Petroleum nitroxylene
Sup. 21	
36468-A	Petroleum toluene (toluol)
Sup. 21	
36472	Petroleum xylidine
Sup. 21	
36473	Petroleum xylol in bulk in barrels or steel cylinders
Sup. 35	
36505	Pincushions, unfinished (sawdust in cotton bags)
36513	Pipe covering, asbestos or cloth, wax impregnated or coated, with or without cellulose film backing
36530	Plant supports, steel, or steel, wire and wood combined, KD flat
36546	Corner bead, corner bead clips, cove base, cove base fastenings, picture molding or wall ground, zinc
Sup. 35	
36547	Plates, bench, lapping, layout surface or surface, steel

Exhibit No. 2—Continued

Item No.	Commodity
36555	Plugs, safety blasting
36570	Bath tub feet, china or earthenware
36625-A	Bathroom or lavatory fixtures, noibn, china or porcelainware
Sup. 21	
36645	Drinking fountains, cement or concrete

[fol. 1599]

36650	Drinking fountains, china or earthenware
36665	Fittings, noibn, for bath tubs, drinking fountains, lavatories, laundry tubs, shower baths, with or without curtains or rubber tubing, sinks, urinals, water closets, or water closet tanks, iron or steel not plated, or iron or steel and brass combined
36680	Laundry sinks, slate or soapstone, including metal or wooden covers or rims when attached
36690	Laundry tub covers, wooden, finished or unfinished
36695	Laundry tubs, cast iron
36700	Laundry tubs, cement or concrete, including metal or wooden covers or rims when attached
36705	Laundry tubs, china or earthenware
36715	Laundry tubs, slate or soapstone, including metal or wooden covers or rims when attached
36720	Lavatories, china or earthenware
36725	Lavatories, lavatory basins (bowls) or lavatory pedestals, cast iron
36735	Lavatory basins (bowls), china or earthenware
36740	Lavatory legs or pedestals, china or earthenware
36745	Pipe holder blocks, wooden, finished or unfinished
36750	Pipe or tank boards, wooden, finished or unfinished
36765	Shower bath receptors, cement or concrete
36800	Sink backs or sink drain boards, cast iron
36810	Sink drain boards, china or earthenware
36815	Sink drain boards, plate or sheet steel, unfinished
36820	Sink drain boards, tile and wood combined
36825	Sink drain boards, wooden, finished or unfinished
36830	Sink frames, wooden, finished or unfinished
36835	Sink or tub rims, wooden, finished or unfinished
36850	Sinks, cast iron, without legs or with legs detached
36855	Sinks, cement or concrete
36860	Sinks, china or earthenware

[fol. 1600]

36885	Stall partitions, shower bath, urinal or water closet, iron or steel, enameled, or fibreboard wallboard or wood, separate or combined, enameled
36890	Stall partitions, shower bath, urinal or water closet, iron or steel, or fibreboard wallboard or wood, separate or combined other than enameled

EXHIBIT No. 2—Continued

Item No.	Commodity
36895	Stoppers (plugs), basin, lavatory or tub, rubber or rubber and metal combined
36915	Toilet paper holders, steel, not enameled nor plated
36935	Urinal stalls, KD, china or earthenware
36940	Urinals or urinal gutters, china or earthenware
36945	Urinals or urinal gutters, iron or steel, enameled
36950	Urinals or urinal gutters, iron or steel, other than enameled
36955	Water closet bowls or hoppers, cast iron
36960	Water closet bowls or hoppers, china or earthenware
36980	Water closet tanks, cast iron
36985	Water closet tanks, china or earthenware
36990	Water closet tanks, cement or concrete, with fittings
37015	Plush frames, iron
37025-A Sup. 35	Arcing horns, iron or steel, pole line
37030-A Sup. 35	Arrows, pole line, iron or steel
37035-A Sup. 35	Bayonets, pole line, iron or steel
37040-A Sup. 35	Bows, pole line, iron or steel
37055	Bushings, cross arm, wooden
37105-A Sup. 35	Grading shields or yokes, insulator, iron or steel
37115	Ground rods, steel, copper clad
37165-A Sup. 35	Saddles or straps, cross arm, iron or steel
37175	Poles or stakes, plant, cane

[fol. 1601]

37190	Poles or stakes, plant, wooden, painted
37200	Pontianac gum resin
37210	Pontoon bridges, military, foot
37270	Postal or letter boxes, glass, with or without metal bases and tops
37275	Postal or letter boxes, iron or steel, cast, or cast and sheet combined, KD flat, or taken apart and parts folded flat
37290	Racks, postal bag, steel, with or without platforms or dumping tables, KD or folded
37335	Posts, lamp, cement or concrete, with metal trimmings
37340	Posts, lamp, iron, with electric fixtures attached
37345	Posts, lamp, iron or steel and brass, bronze or copper combined, with or without bases or tops, without electric fixtures
37350	Posts, lamps, wooden
37360	Poultry or pigeon grit
37400	Books, tissue copying
37470	Bases, electrotype or stereotype
37490	Cutting sticks, consisting of strips of iron, lead, steel or wood, used as cutting blocks or sticks for paper cutters

Exhibit No. 2—Continued

Item No.	Commodity
37320	Engravers' plates, blocks or bars, zinc, plain
37535	Furniture, printers', consisting of strips of iron, lead, steel or wood used in making and locking up forms
37545	Galleys, iron or steel
37560	Imposing or make-up table tops, cast iron
37565	Leads or slugs, printers'
37575	Lithographic printing plates, zinc, without transfer or with worn out transfer
37590	Press boards
37595	Quoins
37615	Stereotype plates, new or used, not worn out
37635	Type, metal, new or used, not worn out
37685	Pyrethrum (insect flowers or stems)

[fol. 1602]

37714 Sup. 35	Lifeboat of raftboat emergency rations, Quartermasters' stores
37715	Mess benches or tables, folded flat
37735	Quassia chips
37765	Racks, bakers', KD
37770	Racks, bakery goods display, steel, taken apart
37775	Racks, barrel storage, iron, KD flat
37780	Racks, bicycle (bicycle stands), steel, KD or folded flat
37790	Racks, casket or couch display, mounted on casters, KD
37800	Racks, cracker can shipping, folded flat
37815	Racks, horseshoeing suspensory, KD
37825	Meat racks, butchers', steel, KD
37830	Racks, meat, butchers', wooden, KD
37840	Racks, press, noibn, iron or steel
37845	Racks, press, noibn, wooden
37850	Racks, noibn, flat, KD flat or folded flat
37855	Racks, starch, dry kiln, wooden
37860	Store display racks or stands, noibn, KD flat, folded flat, or completely taken apart
37875	Textile mill wash racks, KD
37885	Racks, tool, iron, KD
37940	Rag pulp, dry
37945-A Sup. 21	Rag pulp, wet
38005	Ballast spreaders, not moved on own wheels
38015	Battery chutes, cast iron
38020	Battery storage boxes, chutes, vaults or wells, concrete, SU
38030	Bearings, car journal, other than ball or roller
38060	Boxes, journal, with roller bearings, railway car or locomotive

[fol. 1603]

38085	Brake equipment, air, electric or steam, viz: Main air reservoirs, steel
38090	Brake equipment, air, electric or steam, noibn

Exhibit No. 2—Continued

Item No.	Commodity
38115	Cabs, locomotive, KD
38125	Car retarders, or steel parts
38175	Cars, logging, or logging trucks, not moved on own wheels
38285	Cars, railway, not moved on own wheels, viz: Cinder, dump, furnace charging, hot metal, ladle, mine, pit, plantation, push or slag or four-wheeled freight cars, noibn
38340	Chafing plates, locomotive
38350	Chests, express messenger, steel
38355	Chutes, car unloading, iron or steel, KD
38360	Clamps, rail, iron or steel, noibn
38365	Cleaners, street car track
38400	Crosshead shoes, railway car or locomotive, iron
38415	Crossings, railway track, roadway, and parts thereof, steel
38430	Cylinders, locomotive
38435	Decks, dryer car, iron, KD or folded flat
38445	Deflectors, car window
38455	Doors, frames, racks or sections for refrigerator cars
38480	Driving boxes, locomotive, finished, without bearings
38485	Dry kiln cars or trucks, noibn, iron
38500	Dust guards or dust guard wedges, journal box, railway car or locomotive
38520	Fenders (guards), street car, flat or KD flat
38525	Fire boxes, locomotive
38540	Frames, locomotive, finished
38560	Gates, railway safety
38595	Hatch linings, refrigerator car, iron
38600	Hinges, locomotive smoke box front

[fol. 1604]

38680	Lubricators, Journal, railway car or locomotive
38695	Pilots, locomotive, iron or steel
38725	Rail bond socket terminals, copper
38735	Rail bonds, iron or steel, with or without one copper wire core
38785	Railway switch machines, hand; with electrical or mechanical locking, derail or signal controlling attachments, with or without signals
38795	Refrigerator car bunker floor pans and back flashing, sheet steel
38815	Rollers, lumber, car door
38820	Sand boxes, locomotive
38835	Seals, car
38860	Semaphores or train order or railway highway crossing signals, KD
38875	Smoke jacks, car, iron
38880	Smoke jacks, roundhouse, asbestos or wood and iron or steel combined, KD or in panels
38885	Smoke jacks, roundhouse, cast iron, KD

EXHIBIT No. 2—Continued

Item No.	Commodity
38890	Smokestacks, locomotive
38895	Snow plows, railway, KD
38940	Superheaters, KD, or superheater parts, locomotive
38980	Tires, railway velocipede, steel
39000	Tracks, railway, portable, in sections, iron or steel
39020	Trolley harps
39025	Trolley poles, with attachments
39055	Turntables, locomotive, railway car or vehicle, or locomotive turntable centers or girders
39110	Wheels, railway car or locomotive, iron or steel, loose or attached to axles, with attachments other than one gear, cog or cam
39125	Rattan, 12 feet or less in lengths
39152	Reel reinforcing spiders, steel
Sup. 21	
39190	Lineman's reels, without carts, KD

[fol. 1605]

39210	Refrigerator doors, enameled or lacquered steel
39220	Rennet extract, liquid
39248	Retort bottoms or heads, iron or steel
39250	Retorts, gas, clay
39255	Revenue stamp protectors, steel or tin
39261	Rifles, dummy, wooden
39262	Rings, raschig, carbon
39264	Rings, raschig, porcelain
39265	Rings, raschig, steel
39280	Rock crystal quartz
39290	Roll protectors, cloth
39307	Rolls, field, lawn or road roller, iron or steel
39320	Cement, roofing tile
39350	Roofing, zinc and saturated paper or felt combined
39355	Roofing, zinc, corrugated
39405	Shingles, cement, plaster and fibre composition with fibreboard back
39425	Shingles, zinc
39430	Shingles or siding, asbestos, hard (artificial stone shingles, siding or slates)
39450	Tile, roofing, clay, concrete or earthen, noibn
39460	Allspice (pimento)
39465	Capsicum (Cayenne pepper)
39475	Cassia
39480	Chicory roots, dried or green, not ground nor powdered
39490	Cinnamon
39495	Clove stems
39500	Cloves
39505	Ginger roots, ground or powdered

[fol. 1606]

Exhibit No. 2—Continued

Item No.	Commodity
39510	Ginger roots, dry, not ground nor powdered
39515	Ginger roots, not ground nor powdered, preserved in syrup
39530	Nutmegs
39535	Paprika, ground
39540	Pepper
39555	Salt, celery, garlic or onion flavored
39570	Tumeric roots
39577	Yuca, ground
39580	Rosin
39590	Rosin liquor
39603	Rovings, jute and istle combined
Sup. 21	
39608	Rubber filler (vegetable oil fibre)
39615	Rubber nut kernels
39617	Rubber preservative, liquid, noibn
39650	Latex, coagulated (scrap or waste latex from which the liquid has evaporated
39655	Latex (liquid crude rubber)
39660	Rings, fruit jar
39780	Rum, denatured
39800	Safes, with solid walls 1 inch or more in thickness weighing each less than 10,000 lbs.
39805	Safe or vault doors or vault fronts, weighing each less than 10,000 lbs.
39855	Seals, noibn, lead and cord or wire combined
39860	Seals, noibn, other than lead and cord or wire combined
39885	Seeds, anise
39920	Seeds, caraway
39930	Seeds, celery
39935	Seeds, cevadilla
39940	Seeds, cherry (cherry stones)
39945	Seeds, chili pepper
39965	Seeds, crotalaria

[fol. 1607]

39975	Seeds, fennel
39980	Seeds, Fenugreek
40010	Seeds, honey bean (St. John's bread), ground or powdered
40015	Seeds, kapok
40030	Seeds, melon, pumpkin, squash or sugar beet
40055-A	Seeds, oiticica
Sup. 21	
40070	Seeds, poppy
40080	Seeds, rape
40100	Seeds, seradella
40105	Seeds, sesame
40140	Seeds, tree, noibn

EXHIBIT No. 2—Continued

Item No.	Commodity
40150	Wormseed (Jerusalem oak seed), not ground nor powdered
40185	Shade roller fixtures
40190	Shade rollers or shade sticks
40215	Shades, porch, wood slat, other than Venetian blinds
40235	Venetian blinds
40240	Window shades, noibn
40255	Baskets or dry measures, sheet steel
40280	Bodies, shipping drum, side seams open
40285	Boxes, window refrigerator, KD
40295	Can stock or pail stock, other than milk shipping can stock, tin, bodies flat, tops and bottoms formed, other than lithographed
40345	Dough kneaders or mixers, hand
40355	Food strainers, sheet steel and wire combined
40360	Forks or spoons, galvanized, tinned or plain
40390	Pails, galvanized, without covers
40400	Panels or hoods, refrigerator cabinet, unfinished, not galvanized, painted, enameled or lacquered

[fol. 1608]

40430	Powder keg material, sheet steel
40445	Sheet steel ware, noibn, with or without copper bottom
40450	Shovels, stove, sheet steel
40455	Sieves or sifters, sheet steel
40460	Trays, serving, sheet steel
40480	Wash tubs, noibn, without legs
40525-A Sup. 35	Shells, crab or lobster
40570	Shingle impression plates, asbestos or rubber composition
40580	Shoddy, alpaca hair, camel hair, mohair (angora goat hair) or wool
40585	Shoddy, cotton and wool combined
40590	Shoddy, yarn or rayon and cotton mixed
40595	Shor horns, iron or steel
40640	Signs, cast iron
40650	Advertising boards, wooden
40750	Signs, street inset, traffic, cast iron, or concrete and tile, steel reinforced
40810	Sizing, noibn
40825	Skewers, noibn
40840	Slates, book or school, natural slate, silicated board or steel, framed or not framed
40868 Sup. 21	Soap paper (tissue impregnated with soap)
40875	Soapstone or talc foot warmers or griddles
40910-A Sup. 21	Softener, cotton, rayon, silk or wool, noibn
40915	Soldering flux (soldering salts), noibn, liquid
40920	Soldering flux (soldering salts), noibn, other than liquid

Exhibit No. 2—Continued

Item No.	Commodity
40957 Sup. 37	Spheres, highway marking strip, glass, not uniform in size or shape
40965	Sponge clippings

[fol. 1609]

41010	Spools, iron, steel or wooden, or iron or steel and wood combined
41030	Spring assemblies, coiled or spiral wire springs, framed, with or without woven wire fabric tops, each assembly compressed to less than 1/2 inch in thickness
41035	Spring assemblies, coiled or spiral wire springs, not framed, mounted on supports, interlaced, compressed
41040	Spring assemblies, coiled or spiral wire springs, with wood board base full area of assembly, compressed
41045	Spring assemblies, coiled wire springs, not framed, each assembly compressed to less than 1/2 inch thick
41065	Springs, door
41080	Springs, noibn, steel, other than wire, coiled, made of steel less than 5/16 inch thick
41095	Springs, noibn, steel, other than wire, other than coiled, elliptic or semi-elliptic
41100	Springs, noibn, wire, steel
41125	Stalks, corn, noibn
41130	Stalks, cotton
41135	Stalks, hemp
41150	Stands, barrel, cask, tank or vat supporting, iron or steel
41185	Stands, sad iron, iron, other than electric
41190	Stands, sidewalk sign, iron, KD
41195	Stands, noibn, [redacted]er than furniture, flat, folded flat or KD flat
41196	Starch, arrowroot
41197	Starch, liquid
41215	Crayons, school or marking
41280	Staples, stapling machine, steel wire thinner than 3/32 inch
41365	Stoppers, bottle, glass, other than cut or ground
41379 Sup. 40	Straw, from threshed grain or rice
41395	Stretchers or stretcher frames, artists', KD

[fol. 1610]

41400	Sugar Cane
41405	Sugar clarifier compound, noibn, dry
41410	Sugar clarifier compound, noibn, liquid or paste
41425	Sugar or syrup evaporator kettles, iron
41445	Sulphur candles or strips
41450	Sumac, ground
41455	Sumac leaves
41460	Sunflower seed hulls

EXHIBIT No. 2—Continued

Item No.	Commodity
41472 Sup. 21	Suspensions, droppable airplane fuel tank, wood and steel combined, KD
41485	Talking machine horn elbows, cast iron
41505	Talking machine record compound, powdered or in sheets
41540	Tallow, vegetable
41565	Tanks, acid bath or acid storage, brick, with or without steel shell
41615	Casks or vats, storage or ripening, wooden, KD
41770	Tanks, refrigerator or water cooler, cast iron, enameled
41835	Tapers, wax
41840	Tara, ground or powdered
41845	Targets, military, or military target frames or military target frame parts, flat, folded flat or KD
41865	Telephone switchboard distributing frames or racks, steel, without protectors, terminal blocks or other fittings, KD flat
41890	Thread, cotton, noibn, on cones or cores
41910	Tile, facing or flooring, abrasive composition
41930	Tile, facing or flooring, building, cast stone, metal coated
41940	Tile, facing or flooring, composition, noibn
41955	Tile, flooring, fibreboard
41960	Tile, facing or flooring, iron or steel, glazed or enameled mounted or not mounted
[fol. 1611]	
41965	Tile, facing or flooring, magnesite composition
41970	Tile, facing or flooring, rubber composition
41982 Sup. 36	Timber dollies
42017	Tin plate or terne plate, embossed or perforated
42018	Tin plate or terne plate, noibn
42020	Tire cord or twine, on cones
42025	Tire fabric, rubber impregnated, used (pieces of fabric stripped from worn out pneumatic rubber tires, having value other than for reclamation of raw materials), skived
42045	Tobacco, leaf
42055	Tobacco, siftings
42070	Tobacco, sweepings
42100-A Sup. 37	Tool stands, or tool stands and work tables combined, cast iron, or cast and plate combined, KD
42105-A Sup. 40	Tool stands, or tool stands and work tables combined, sheet or plate iron and angle iron combined, KD flat (drawers may be SU)
42115	Adzes
42140	Anvils and vises combined
42150	Axes, handled
42155	Axes, without handles
42175	Bars, tamping, noibn, wooden, or wood and iron or steel combined

EXHIBIT No. 2—Continued

Item No.	Commodity
42200	Bits, auger or drill, mine, quarry or well drilling, hand
42205	Blacksmith's anvil tools: Cold or hot cutters, counter-sink chisels, flatters, fullers, hardies, headers, punches, set hammers, swages or tongs
42220	Bolt clippers
42225	Boxes, trays or tubs, mortar mixing, steel
42235	Building erection braces (building shores), iron or wood and iron combined
42240	Builders' horses, scaffolds or trestles, noibn, steel, flat or folded flat

[fol. 1612]

42250	Bush hooks, handled
42255	Bush hooks, without handles
42260	Cable splicing kits
42265	Can tappers, steel
42280	Cattle prods
42290	Clamps, column or concrete, iron
42305	Cleaners, lamp chimney
42315	Clinker hooks, iron
42320	Collar blocks, jack screw, wooden
42325	Concrete road bar supports, dowel caps or pins, steel
42330	Corers, cutters, graters, hullers, parers, pitters, shredders or slicers, hand, for fruit, nuts or vegetables, noibn, wooden body
42345	Cultivator cleaners, steel
42350	Curry combs
42365	Drill or auger bits, hand, noibn
42375	Drills, mine or quarry, hand
42385	Drills, star, hand
42395	Fence post drivers, tubular steel
42405	Files or rasps, steel
42415	Forks, coal, coke or tanners'
42430	Frames, bucksaw, KD
42440	Garden tool sets, hand, consisting of trowels, spading forks, cultivators and dibbles
42445	Gauge sticks or poles, tank, wooden
42485	Hammers, hand, noibn, with or without handles
42495	Hatchets
42500	Hod, brick or mortar, handles detached, bowls nested
42515	Hoops, coopers' truss
42525	Ice tools, noibn

[fol. 1613]

42530	Jack bases, traversing
42540	Jacks or jack screws, noibn, wheeled
42550	Ladles, melting, noibn, iron or steel
42570	Lasts, wooden
42575	Levels, railway track

EXHIBIT No. 2—Continued

Item No.	Commodity
42580	Log or lumber rules
42585	Logging tools or parts: Cant hooks, peaveys, pike poles or timber carriers (lug hooks), or steel parts thereof, or skidding tongs or swamp hooks
42590	Mallets, wooden
42600	Mandrels, noibn, iron or steel
42610	Mattocks, handled
42620	Mauls, picks or sledges, handled
42635	Mechanics' hand tools, noibn
42650	Miter boxes
42660	Needles, miners' or well diggers', iron or steel
42695	Paper hangers' extension planks
42715	Paving rammers, smoothers or tampers, or asphalt cutters
42720	Pipe tongs, noibn
42725	Pole supports, lineman's
42730	Post hole augers or diggers
42750	Rail benders, railway track
42755	Rail forks, punches, tongs or tie nippers, railway track
42775	Rulers or rules, noibn, iron, steel or wooden
42785	Salt rakers, iron, KD
42790	Sawbucks, wooden, KD or folded flat
42795	Saws, buck, hand, with frame, KD
42815	Scrapers, ship, forged from a single piece of steel
42825	Screws, tobacco press, iron or steel

[fol. 1614]

42830	Sewer rods
42835	Shears, pruning or plant cutting
42840	Shears or snips, tinners'
42850	Shovels, sidewalk cleaners (scrapers), spades or scoops, noibn, steel, or steel and wood combined
42875	Sod cutters
42880	Spike pullers or track chisels, gauges or wrenches, railway track
42885	Sprags, iron
42910	Stitching horses, KD
42920	Stones, curriers' (tanners' stones)
42940	Stretchers, carpet
42945	Stretchers, curtain, steel rod
42950	Stretchers, curtain, wooden or wood and metal combined, KD
42985	Swage blocks, iron or steel
42990	Templets, iron, steel or wooden
43005	Tire changing irons, rough forged or stamped, without attachments or handles
43015	Tobacco sticks, wood and metal combined
43020	Tool bit blanks, steel
43085	Wrench sets, socket
43090	Wrenches, monkey or screw

Exhibit No. 2—Continued

Item No.	Commodity
43095	Wrenches, noibn, with attachments
43105	Yard sticks
43115	Tops, bottle stopper, composition, fibre, wood, or wood and metal combined
43120	Totem poles
43140	Transformers, electrical, burnt-out or worn out
43145	Traps, animal or bird, noibn
43160	Traps, Japanese beetle

[fol. 1615]

43205	Trays, shipping, wooden bottom with flaring sheet steel rims
43215	Tree limb supports, wire and iron or steel or wood combined
43230	Tripods, noibn, steel or wooden, KD flat or folded flat
43305	Turpentine, crude (crude yellow pine gum)
43315	Turpentine cup liners, hardened pulpboard
43325	Type cleaning compound, liquid
43365	Upholstery separators, burlap cloth or cotton cloth, wire reinforced
43370	Upholstery tacking rims or strips, automobile body or cushion spring assembly, steel, with or without fibre filling
43375	Valonia
43410	Barrows, trucks or wagons, noibn, hand, with platforms, without standing ends, sides, stakes or standards, or with ends, sides, stakes or standards detached, or barror, truck or wagon parts, noibn, hand
43440	Buggies, lumber, hand, KD
43470	Carts, fertilizer, hand, KD
43510	Farm carts, trucks, trailers or wagons, horse-drawn or trailer with or without bodies, KD
43545	House movers' trucks, iron or wood
43560	Logging carts, trucks or wagons, horse-drawn or trailer, KD
43565	Logging wheels, horse-drawn or trailer
43585	Nose trucks, hand, or nose truck parts, noibn, hand
43635	Timber dollies
43672	Trucks, hand, with steel bodies, bodies nested
43720	Wheelbarrows, noibn, KD
43830	Arm rails, vehicle
43835	Axle beds, vehicle, wooden, in the white
43855	Axles, vehicle, noibn, iron, with roller bearings
43865	Axles, vehicle, noibn, wooden, finished, with or without skeins

[fol. 1616]

43870	Axles, vehicle, noibn, wooden, in the white, with or without skeins
43910	Bicycle, motorcycle or tricycle forks, iron or steel, unfinished
43940	Bicycle, motorcycle or tricycle mud, chain or skirt guards, unfinished

Exhibit No. 2—Continued

Item No.	Commodity
43965	Bicycle, motorcycle or tricycle wheel spokes, steel
43990	Bodies, farm wagon, KD
44005	Bolsters, vehicle, steel, other than spring
44010	Bolsters, vehicle, wooden, finished
44015	Bolsters, vehicle, wooden, in the white, ironed or not ironed
44020	Bow sockets
44035	Brakes or brake parts for horse-drawn vehicles
44045	Canopy standards
44060	Children's vehicle parts, noibn, wooden, flat, in the white
44075	Doubletrees, eveners, neckyokes or singletrees, steel; or wooden in the white, ironed or not ironed
44095	Felloes or wheel rims, wooden, noibn, bent, in the white
44105	Fifth wheels or gear sets for horse-drawn vehicles
44125	Gear woods, vehicle, noibn, in the white
44130	Gears, cane cart, KD (assemblies of axles, track wheels and track treads)
44140	Gears for children's vehicles, KD or folded flat
44155	Hoppers or trays, fertilizer cart or wheelbarrow
44160	Hounds, iron or steel
44180	Hubs for horse-drawn vehicles, wooden, in the white
44190	Knees, sled or sleigh, wooden, in the white
44195	License plates, vehicle, iron or steel
44205	Motor truck or tractor trailer couplers or freight trailer standards or supports
44250	Platforms, nose truck, removable

[fol. 1617]

44252	Platforms or skids, elevating, for lift trucks, without bodies, enclosures, standing ends, stakes or standards
44255	Poles or tongues, farm wagon, wooden, finished
44275	Poles or tongues, steel
44290	Racks, hay or stock, KD
44295	Reaches, wooden, finished, ironed or not ironed
44310	Runners, sled or sleigh, steel
44350	Shaft holders, vehicle
44365	Shifting rails, vehicle
44375	Shoveling boards and end gates combined
44395	Tires, noibn, steel
44405	Tongue supports, vehicle
44425	Wheel rims, steel, horse-drawn vehicle
44410	Top joints, vehicle
44440	Wheels, automobile, motor platform or warehouse truck or tractor, motor tractor, noibn, motor vehicle, noibn, or tractor trailer, noibn, iron, steel or wood, without rubber tires
44480	Wheels, farm tractor or farm tractor trailer, iron, finished or not finished, with or without bearing races, bearings or lubricators, without rubber tires

Exhibit No. 2—Continued

Item No.	Commodity
44495	Wheels, farm truck or wagon, iron, wooden, or iron and wood combined
44515	Wheels, hand vehicle, noibn, iron or steel, without rubber tires
44525	Wheels, horse-drawn vehicle, iron or steel
44600	Wheels, wheelbarrow, noibn, iron, steel or wooden, without rubber tires
44650	Wallboard, asbestos and woodpulp or fibreboard combined
44662	Diatomaceous earth, with or without paper facings
44680	Wallboard, fibreboard, pulpboard or strawboard and wood combined
44685	Plaster boards (fibreboard, felt or fibre and plaster combined)
44690	Plaster boards, foil or wood veneer faced
44745	Balls, billiard, pocket billiard or bowling, composition broken

[fol. 1618]

44780	Candle remnants
44800	Carpet mill thread waste
44805	Carpet salvage scrap
44825	Cellulose derivative plastic scrap, pyroxylin
44830	Cellulose derivative plastic scrap, other than pyroxylin
44850	Cloths or mats or cloth or matting, filter press, hair or wool, old, worn out, shredded
44855	Cloths or mats or cloth or matting, filter press, hair or wool, old, worn out, other than shredded
44865	Cotton card strippings, cotton noils (cotton combings or comber waste), cottor spinners, cotton rovings waste, or garnetted cotton stock (cotton shoddy), in bales compressed to 12½ lbs. or more per cubic foot
44870	Cotton motes, gin flue cleaning or cotton sweepings, in bales compressed to less than 15 lbs. per cubic foot
44885-A Sup. 21	Feather pillows or feather beds, old, worn out
44900	Fertilizer hair waste having value only for fertilizer purposes or for its nitrogen content
44927 Sup. 21	Gelatin scrap
44955	Hair waste, noibn, or mixed hair and vegetable fiber waste, uncleaned
44960	Haircloth clippings
44965	Hop kiln sweepings
44985	Hulls, velvet bean, not ground
45005	Linoleum scrap or waste, not remnants
45030	Moving picture film scrap, consisting of scraps or pieces of exposed moving picture film or film no longer exhibitable and having value only for reclamation of materials

Exhibit No. 2—Continued

Item No.	Commodity
45050	Film scrap, other than moving picture negative or positive scrap
45075	Pulp, flax mill waste
45080	Radio bulb or tube scrap, having value only for reclamation of raw materials
45100	Ramie noils or waste

[fol. 1619]

45105	Rattan shavings
45150	Spark plugs, worn out
45175	Synthetic gum or resin scrap, noibn
45185	Talking machine records, broken or so mutilated as to make them useless for purpose for which manufactured, or record shavings
45200	Telephone condensers, bent, broken, crushed or mutilated and rendered unfit for repair or use other than remelting
45220	Waste, alpaca hair, camels' hair, mohair (angora goat hair), or wool waste, noibn, including clips, tags or sweepings, with or without other fibres, actual value exceeding 6½ cents but not exceeding 20 cents per pound
45240	Waste, cotton, noibn, in bales compressed to less than 15 lbs. per cubic foot
45320-A Sup. 21	Cotton waste, not oiled
45325	Waste, woolen or woolen mixed with cotton or jute, not oiled
45380	Water clarifying, hardening, purifying or softening compounds, noibn, liquid or paste
45395	Wax, candelilla
45400	Candle wax compound
45410	Crude mineral wax, noibn
45420	Handle wax, compounded
45425	Wax, Japan
45435	Wax, montan
45445	Wax, sealing, noibn
45455	Wax, shoe or harness makers'
45475	Weasands, pickeled or salted
45478	Weather strips
45505	Well bucket bottoms
45525	Wheel blanks, built-up wood
45535	Wheel blanks, cog, gear, pinion or sprocket or bronze, rough cast
45545	Wheel blanks, cog, gear, pinion or sprocket, iron, with machine finish but with teeth uncut

[fol. 1620]

45557	Wheels, bogie or idler, army tractor tank, noibn
45565	Wheels, buffing or polishing, wooden
45570	Wheels, castor

Exhibit No. 2—Continued

Item No.	Commodity
45590	Wheels, noibn, including cog, gear, pinion or sprocket wheels, iron or steel, not machined or not further finished than hubs machined (hubs may be fitted with lubricators or bearing races)
45655	Bed spring fabric, steel, linked or woven
45660	Braid or tape, steel, woven
45680	Cloth, Fourdrinier, old, used
45685	Cloth, iron or steel, less than 1/2 inch mesh
45695	Tag fasteners, wire
45711	Lamp harps
45730	Wood, petrified, noibn
45735	Wood chips, charred
45740	Wood flour (pulverized wood or woodpulp)
45750	Wood preservatives, noibn, liquid or paste
45765	Wood sawdust or shavings, paraffined
45785	Blanks (unfinished shapes), noibn, wooden
45790	Blocks or boards, engraving or type, wooden
45795	Boards, bread, wooden
45805	Boards, hosiery, wooden
45810	Boards, ironing, wood, flat, without legs or standards
45825	Boards, meat, wooden
45830	Boards, noodle or pastry, wooden
45835	Boards, scale (veneer discs)
45855	Bowls, wooden
45860	Brackets, noibn, wooden
45875	Buoys, spar, wooden
45880	Butter ladles, molds or spades, wooden

[fol. 1621]

45895	Carpet sweeper case parts, in the white
45900	Chopping trays, wooden
45905	Churn dashers, wooden
45910	Clothes horses or racks, wooden, completely KD, or spacers removed and sides collapsed
45920	Clothes line props or supports, wooden
45925	Clothes pins, wooden
45932	Covers, tub, wood, butter or lard, with metal rims
45940	Dowel pins, noibn, wooden
45945	Drawing boards, wooden
45950	Faucets, wooden
45955	Firkins or tubs, butter, fish or lard
45970	Forks, noibn, spoons or stirrers, wooden
45980	Golf club head blanks
45990	Hammock spreaders, wooden, finished or in the white
46000	Kitchen utensil holders, wooden
46005	Kits or pails (buckets), with or without covers, wooden
46015	Labels or tags, wooden
46025	Lemon squeezers, wooden
46035	Paint paddles, wooden

EXHIBIT No. 2—Continued

Item No.	Commodity
46040	Pencil slats, wooden
46050	Potato mashers, wooden
46055	Pounders, clothes or steak, wooden
46075	Rockers, soda water drum, wooden
46090	Rollers, noibn, wooden
46095	Rollers, map, wooden
46100	Rolling pins, wooden
46110	Scoops, wooden
46115	Ski runners, wooden, in the white

[fol. 1622]

46120	Skids, noibn, wooden
46130	Slats, blind, shade or shutter, wooden
46135	Slats, toboggan, wooden, in the white
46145	Sticks, candy or ice cream, wooden
46155	Tent pins (stakes) poles or slides (keys), wooden
46160	Thermometer backs, wooden, in the white
46165	Toothpicks, wooden
46170	Towel rollers, wooden
46175	Tree guards (tree protectors), wooden
46180	Treenails, wooden
46200	Truck top material, wooden, in the white
46205	Tubs, wooden, noibn
46210	Wash benches, wooden, KD flat or folded flat
46215	Wood, peg
46230	Woods, turned, noibn
46250	Woodpulp, charred, or woodpulp charcoal, not activated
46295	Yarn, cocoanut husk (cocoa or coir yarn)
46310	Yarn, cotton, noibn
46315	Yarn, jute
46325	Zein
46335	Zinc anodes
46340	Bar or rod, zinc
46390	Moldings, noibn, zinc
46395	Nails or spikes, zinc
46410	Zinc plate, sheet or strip, brass, chromium, copper or nickel plated
46415	Zinc plate, sheet or strip, enameled
46420	Zinc plate, sheet or strip, noibn
46425	Zinc plate, sheet or strip, perforated

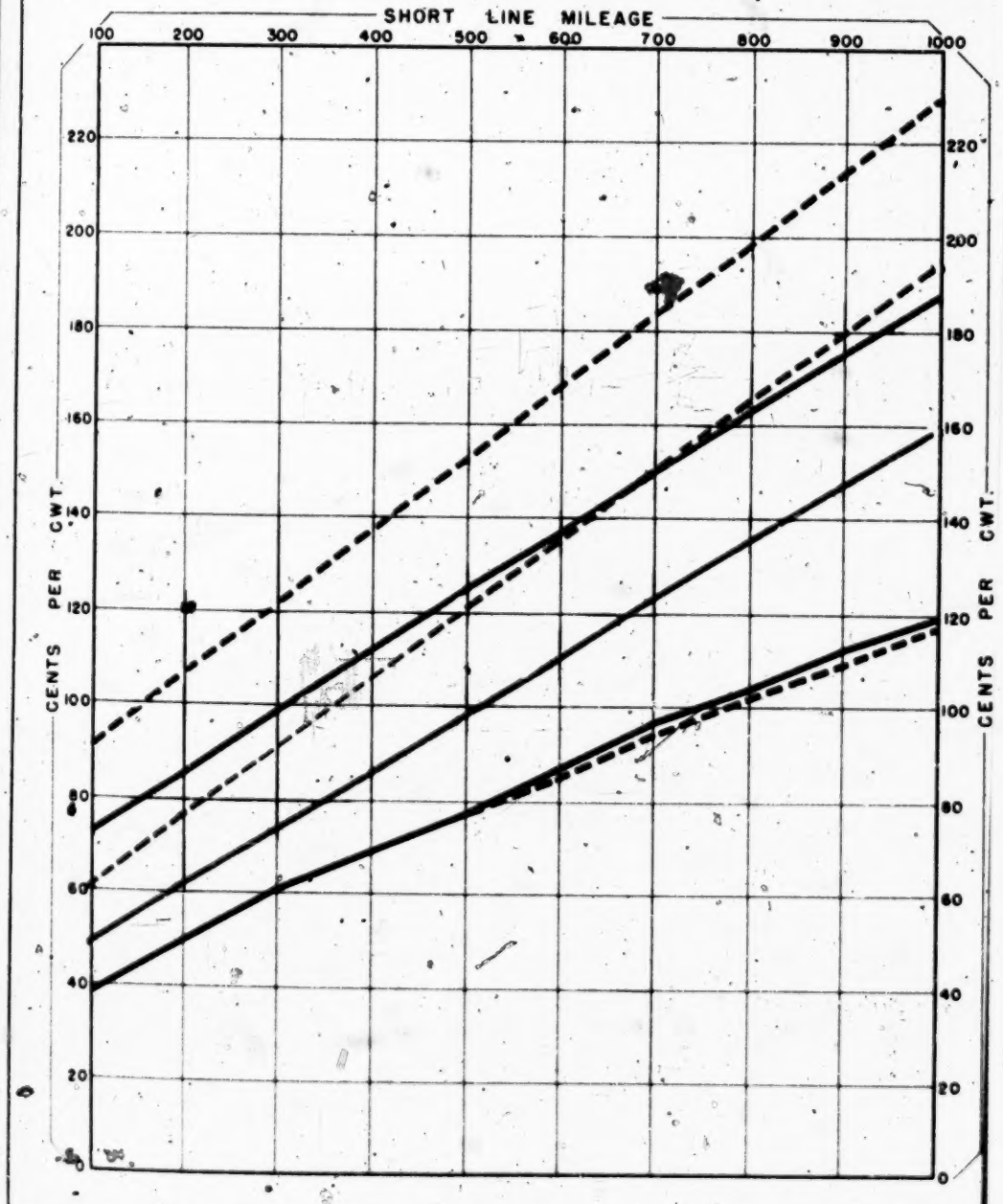
[fol. 1623]

46445	Zinc shavings
46450	Tags, zinc
46455	Turpentine cups, zinc, with or without aprons or hangers
46460	Wire, zinc

EXHIT NO. 3

COMPARISON OF EDWARDS' LESS CARLOAD COSTS IN WESTERN DISTIT WITH FOURTH CLASS (55%) RATES PRESCRIBED BY COMMISSION

(BASED ON ACTUAL AVERAGE LDING OF 4.3 TONS PER CAR)



LEGEND

FOURTH CLASS (55%) ZONE I RATES - INTERIM BASIS.

55% RATES - PERMANENT BASIS.

EDWARDS' OUT-OF-POCKET COST BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY ALLOWING 10% CIRCUITY AND 10 CENTS PER CWT. FOR AVERAGE PICKUP AND DELIVERY EXPENSE.

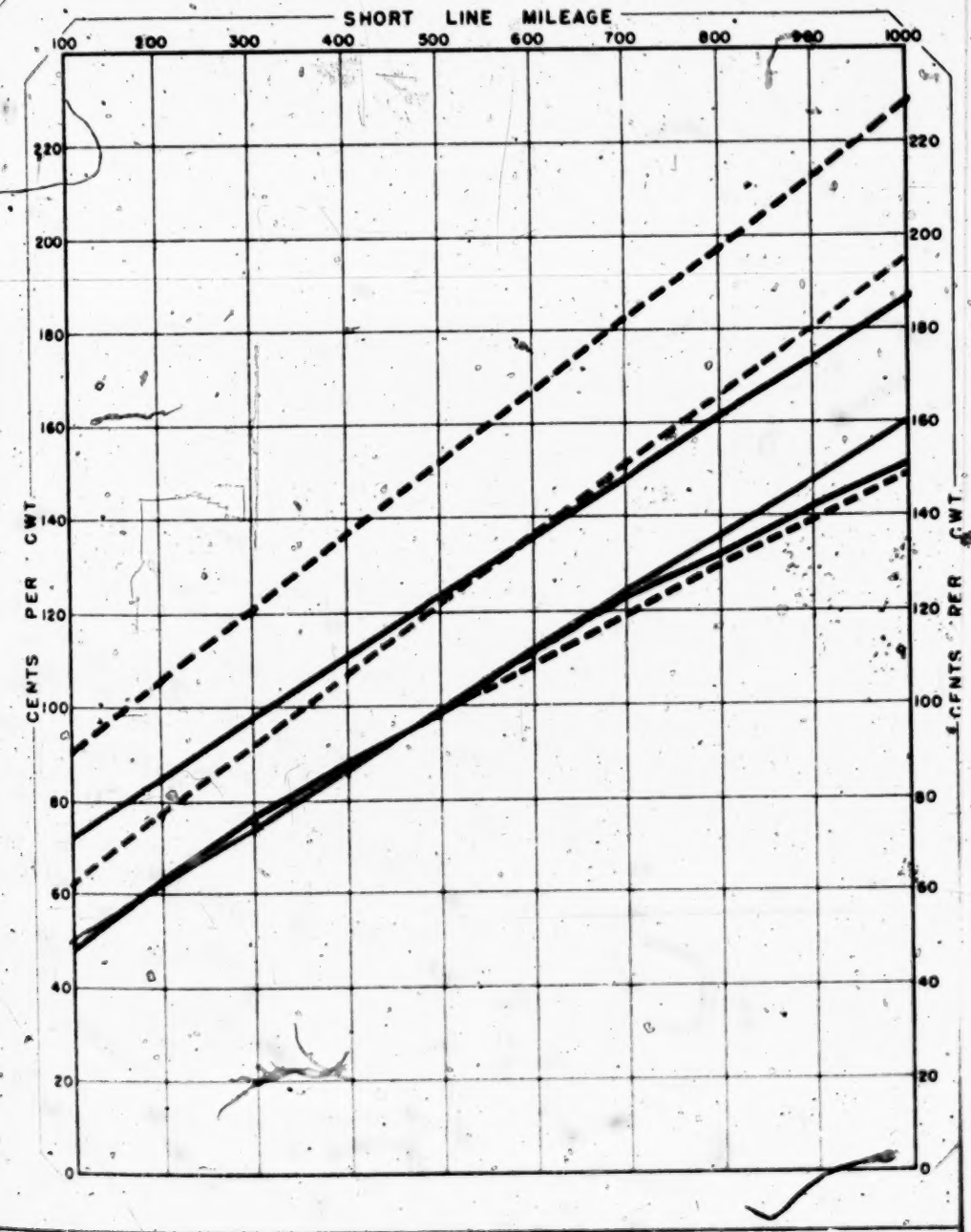
EDWARDS' OUT-OF-POCKET COST BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY ADJUSTED TO JANUARY 1946 LEVELS OF LABOR, MATERIALS, SUPPLIES AND PAYROLL TAXES ALLOWING 10% CIRCUITY AND 14 CENTS PER CWT. FOR AVERAGE PICKUP AND DELIVERY EXPENSE.

EDWARDS' OUT-OF-POCKET PLUS CONSTANT COSTS SOLELY RELATED TO L.C.L. BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY ALLOWING 10% CIRCUITY AND 10 CENTS PER CWT. FOR AVERAGE PICKUP AND DELIVERY EXPENSE.

EDWARDS' OUT-OF-POCKET PLUS CONSTANT COSTS SOLELY RELATED TO L.C.L. BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY ADJUSTED TO JANUARY 1946 LEVELS OF LABOR, MATERIALS, SUPPLIES AND PAYROLL TAXES ALLOWING 10% CIRCUITY AND 14 CENTS PER CWT. FOR AVERAGE PICKUP AND DELIVERY EXPENSE.

COMPARISON OF EDWARDS' LESS CARLOAD COSTS IN WESTERN DIST[illegible]CT WITH THIRD CLASS (70%) RATES PRESCRIBED BY COMMISSION

(BASED ON ACTUAL AVERAGE [illegible]DING OF 4.3 TONS PER CAR)

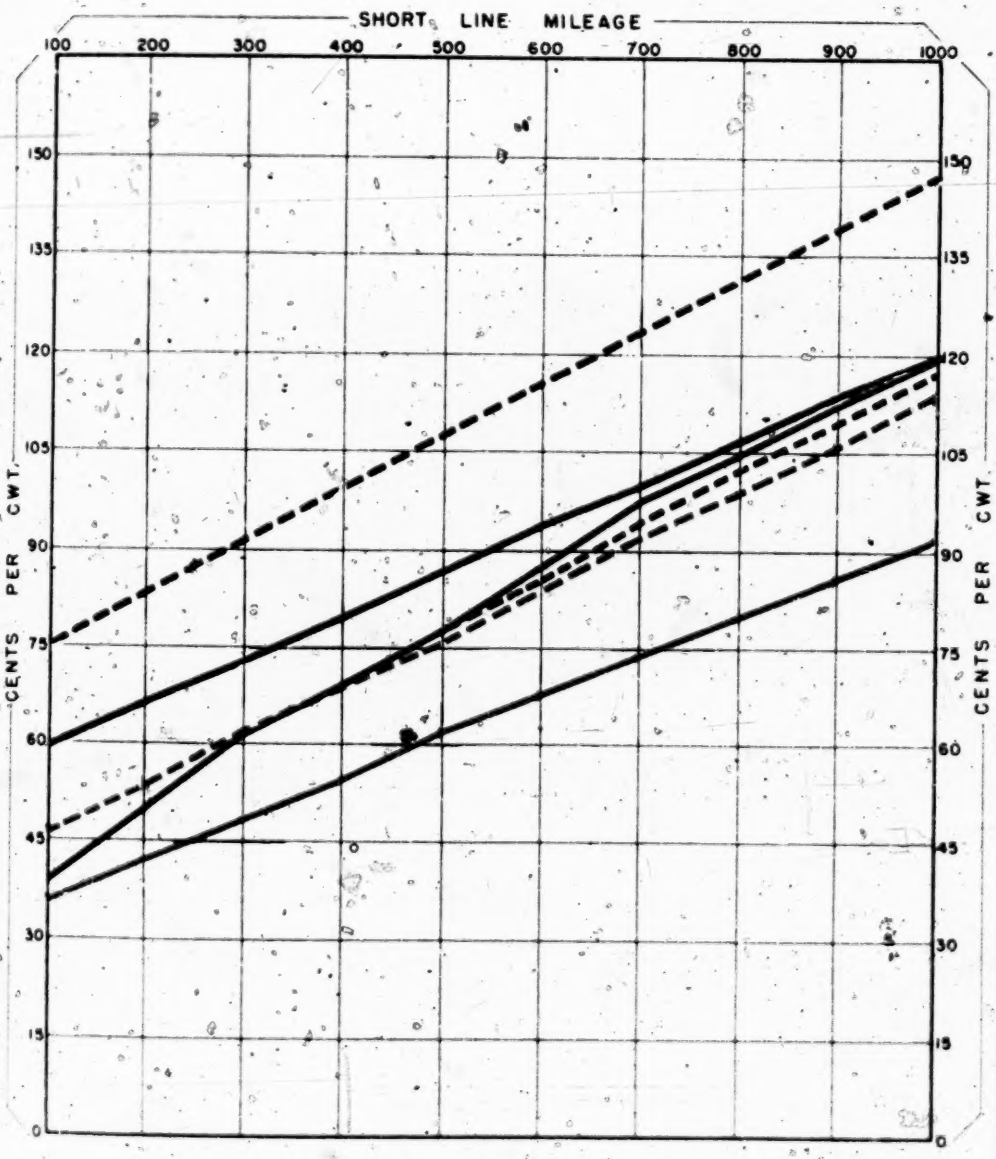


LEGEND

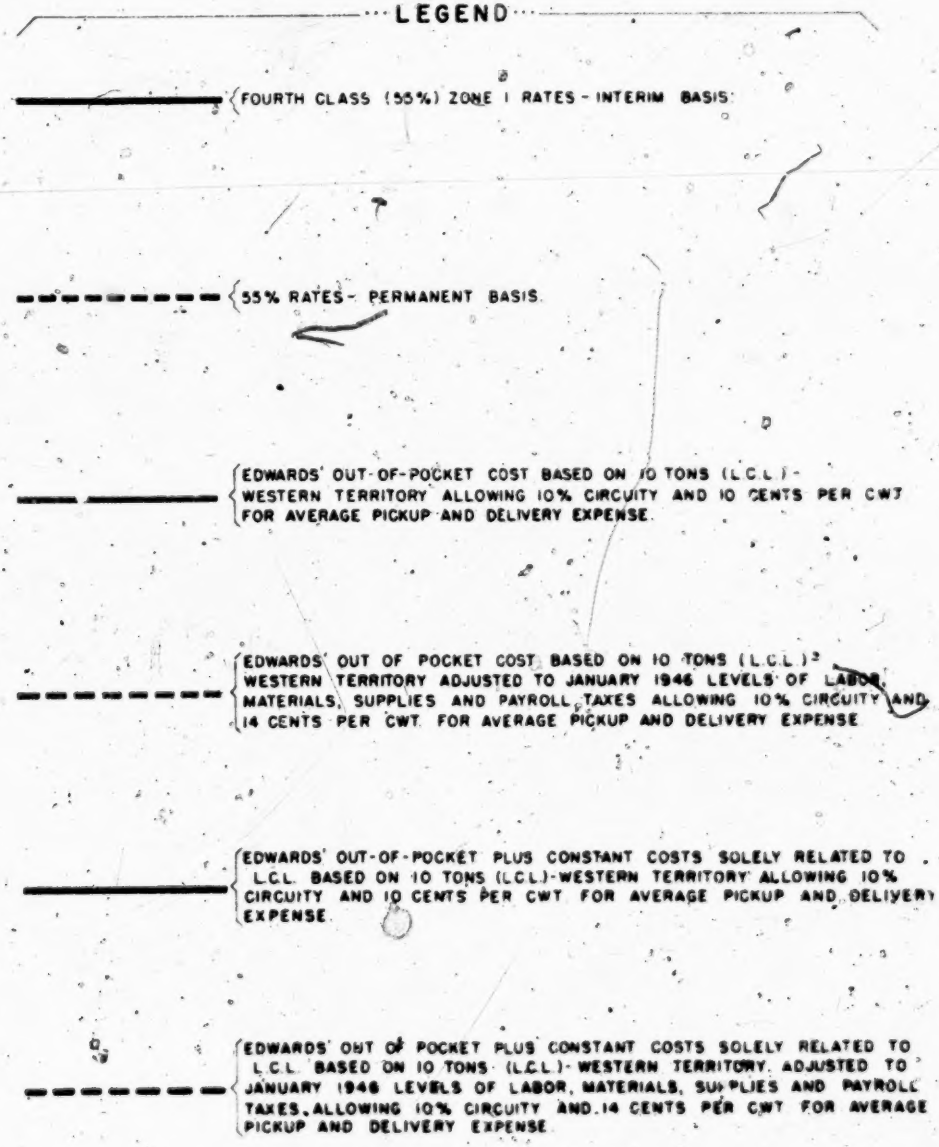
- THIRD CLASS (70%) ZONE I RATES - INTERIM BASIS.
- 70% RATES - PERMANENT BASIS.
- EDWARDS' OUT-OF-POCKET COST BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY ALLOWING 10% CIRCUITY AND 10 CENTS PER CWT. FOR AVERAGE PICKUP AND DELIVERY EXPENSE.
- EDWARDS' OUT OF POCKET COST BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY ADJUSTED TO JANUARY 1946 LEVELS OF LABOR, MATERIALS, SUPPLIES AND PAYROLL TAXES ALLOWING 10% CIRCUITY AND 14 CENTS PER CWT. FOR AVERAGE PICKUP AND DELIVERY EXPENSE.
- EDWARDS' OUT-OF-POCKET PLUS CONSTANT COSTS SOLELY RELATED TO L.C.L. BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY, ALLOWING 10% CIRCUITY AND 10 CENTS PER CWT. FOR AVERAGE PICKUP AND DELIVERY EXPENSE.
- EDWARDS' OUT OF POCKET PLUS CONSTANT COSTS SOLELY RELATED TO L.C.L. BASED ON 4.3 TONS (L.C.L.) - WESTERN TERRITORY ADJUSTED TO JANUARY 1946 LEVELS OF LABOR, MATERIALS, SUPPLIES AND PAYROLL TAXES ALLOWING 10% CIRCUITY AND 14 CENTS PER CWT FOR AVERAGE PICKUP AND DELIVERY EXPENSE

COMPARISON OF EDWARDS' LESS CARLOAD COSTS IN WESTERN DIST

(BASED ON ASSUMED AVERAGE L



CT WITH FOURTH CLASS (55%) RATES PRESCRIBED BY COMMISSION
DING OF 10 TONS PER CAR)



SUBJECT TO ITEM No. X-148 OR SUCCESSIVE ISSUES THEREOF.

THE OPERATION OF PORTIONS OF TARIFF REFERRED TO IN ITEM No. 1 IS SUSPENDED AS PROVIDED IN SAID ITEM.

Rates published in tariff and as amended applicable on Petroleum Products are subject to reductions as provided in Item No. 153 of tariff.

SUPPLEMENT No. 30
to
C. T. C. No. A-540 W. S. Curlett, Agent
C. T. C. No. 428 I. N. Doe, Agent
C. T. C. No. 1892 B. T. Jones, Agent

SUPPLEMENT No. 30
to
I. C. C. No. A-800 W. S. Curlett, Agent
I. C. C. No. 507 I. N. Doe, Agent
I. C. C. No. 3858 B. T. Jones, Agent
I. C. C. No. 928 R. H. Hoke, Agent
MF-I. C. C. No. A-51 W. S. Curlett, Agent
MF-I. C. C. No. 64 I. N. Doe, Agent
MF-I. C. C. No. 116 B. T. Jones, Agent
MF-I. C. C. No. 314 R. H. Hoke, Agent

Supplements Nos. 11, 13, 14, 18, 21, δ24, 25, ◊26, 27, ◊28, §29 and 30 contain all changes from the original tariff.
§Discontinuance of Navigation Supplement.
◊Service Order No. 68.
‖Postponement Supplement - Ex Parte 148, Reopened.
δSuspension Supplement.

W. S. CURLETT, I. N. DOE, R. H. HOKE and B. T. JONES, Agents

TRUNK LINE TARIFF BUREAU

SUPPLEMENT No. 30
TO

TARIFF No. 44-I

ALL-RAIL, RAIL-WATER-RAIL, BARGE-RAIL, RAIL-BARGE AND RAIL-BARGE-RAIL JOINT AND PROPORTIONAL FREIGHT TARIFF OF

CLASS AND COMMODITY RATES

In connection with participating carriers shown on pages 7 to 15 of Tariff, page 4 of Supplement No. 11, page 2 of Supplement No. 14, page 2 of Supplement No. 18 and pages 2 and 3 of Supplement No. 21.

BETWEEN NORTHERN STATIONS IN			AND SOUTHERN STATIONS IN		
CONNECTICUT	MASSACHUSETTS	PENNSYLVANIA	ALABAMA	KENTUCKY	NORTH CAROLINA
DELAWARE	NEW BRUNSWICK	RHODE ISLAND	ARKANSAS	LOUISIANA	SOUTH CAROLINA
DISTRICT OF COLUMBIA	NEW HAMPSHIRE	VERMONT	FLORIDA	MISSISSIPPI	TENNESSEE
MAINE	NEW JERSEY	VIRGINIA	GEORGIA		VIRGINIA
MARYLAND	NEW YORK	WEST VIRGINIA			
	OHIO				

As shown on pages 17 to 95, inc., of tariff as amended. — As shown on pages 96 to 173, inc., of tariff as amended.

ALSO

JOINT RAIL-MOTOR AND JOINT RAIL-MOTOR-WATER RATES

From or To Points Served By The Gulf Transport Company, the C. & P. Transportation Company and the Saluda Motor Lines, Inc.

Rates published herein via the Gulf Transport Company are authorized by order of the Interstate Commerce Commission in Docket MC 86761, Sub. 1 of November 29, 1939.

Also provision for substitution of Motor Carrier Service as provided in Item No. 165 of tariff.

Governed, except as otherwise provided herein, by Southern Classification No. 59, I. C. C. No. 92, MF-I.C.C. No. 21, C. T. C.-S. C. No. 26 (E. H. Dulaney, Agent), supplements thereto or successive issues thereof and by exceptions to said classification as indicated in Item No. 5 of tariff.

DISCONTINUANCE AND RESTORATION OF SERVICE

Transportation service in connection with:
Inland Waterways Corporation is subject to discontinuance and restoration of service as indicated in Item No. 20 of tariff.

ISSUED OCTOBER 29, 1945. **EFFECTIVE NOVEMBER 30, 1945.**

Departure from the terms of Rule 28 (a) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 154301 of July 3, 1936.

The form of this publication is authorized by special permission of the Interstate Commerce Commission, No. 28845 of September 17, 1945.

Issued in compliance with order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended, and authority Interstate Commerce Commission, Fourth Section Order No. 15410 of October 19, 1945.

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(8,100)

RECEIVED
Month Day Year

(Printed in U.S.A.)

Issued by
W. S. CURLETT, Agent,
143 Liberty St.,
New York 6, N. Y.

R. H. HOKE, Agent,
101 Marietta Street,
Atlanta 3, Ga.

Change Headings on Pages 17 to 95 of Tariff, and as amended, to read as follows:

ALPHABETICAL LIST OF NORTHERN STATIONS FROM AND TO WHICH RATES APPLY

STATIONS	Railroad	Apply Rate Basis in Sections Nos.		Index No.	STATIONS	Railroad	Apply Rate Basis in Sections Nos.		Index No.
		1, 1A, 2 and 2A	4 and 4A				1, 1A, 2 and 2A	4 and 4A	

Change reference "§" shown at Foot of Pages 18 to 23, 34 to 37, 39 to 41, 56 to 86 of Tariff, Page 5 of Supplement No. 11 and Page 2 of Supplement No. 25 to read as follows:

§ Applicable only in connection with Rate Basis Numbers shown in Section 2 and 2A.

Change reference "#" shown at Foot of Pages 34 to 37, 39 to 41, 56 to 86 of Tariff and Page 2 of Supplement No. 25 to read as follows:

Applicable only in connection with Rate Basis Numbers shown in Section 1 and 1A.

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

Change reference "§" shown at Foot of Page 6 of Supplement No. 11 to read as follows:

§ Applicable only in connection with Rate Basis Numbers shown in Section 2 and 2A.

Change reference "§" shown at Foot of Page 3 of Supplement No. 14 to read as follows:

§ Applicable only in connection with Rate Basis Numbers shown in Section 1 and 1A.

Change reference "§" shown at Foot of Page 3 of Supplement No. 18 and Page 3 of Supplement No. 21 to read as follows:

§ Apply Rate Basis in Section 2 and 2A.

Change Headings on Pages 96 to 127 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections Nos.		Index No.	STATION	Railroad	Apply Rate Basis in Sections Nos.		Index No.
		1 and 1A	4 and 4A				1 and 1A	4 and 4A	

Change Heading on Page 128 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections Nos.		Index No.	STATION	Railroad	Apply Rate Basis in Sections Nos.		Index No.
		1 and 1A (Except as Noted)	4 and 4A				1 and 1A (Except as Noted)	4 and 4A	

Change reference "§" shown at Foot of Page 128 of Tariff to read as follows:

§ Apply Rate Basis in Section 2 and 2A.

Change Headings on Pages 129 to 134 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections Nos.		Index No.	STATION	Railroad	Apply Rate Basis in Sections Nos.		Index No.
		2 and 2A	4 and 4A				2 and 2A	4 and 4A	

Change Heading on Page 135 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		2 and 2A	4 and 4A				1 and 1A	4 and 4A	

Change Headings on Pages 136 to 145 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		1 and 1A	4 and 4A				1 and 1A	4 and 4A	

Change Heading on Page 146 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		1 and 1A	4 and 4A				1 and 1A (Except as Noted)	4 and 4A	

Change reference "§" shown at Foot of Page 146 of Tariff to read as follows:

§ Apply Rate Basis in Section 2 and 2A.

Change Headings on Pages 147 to 155 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		2 and 2A	4 and 4A				2 and 2A	4 and 4A	

Change Heading on Page 156 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		2 and 2A	4 and 4A				1 and 1A (Except as Noted)	4 and 4A	

Change reference "§" shown at Foot of Page 156 to read as follows:

§ Apply Rate Basis in Section 2 and 2A.

Change Headings on Pages 157 to 163 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		1 and 1A	4 and 4A				1 and 1A	4 and 4A	

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I

Change Headings on Pages 164 to 171 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		1 and 1A (Except as Noted)	4 and 4A				1 and 1A (Except as Noted)	4 and 4A	

Change reference "§" shown at Foot of Pages 164 to 171 of Tariff to read as follows:

§ Apply Rate Basis in Section 2 and 2A.

Change Headings on Pages 172 and 173 of Tariff and as amended to read as follows:

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATION	Railroad	Apply Rate Basis in Sections No.		Index No.	STATION	Railroad	Apply Rate Basis in Sections No.		Index No.
		2 and 2A	4 and 4A				2 and 2A	4 and 4A	

Change reference "§" shown at Foot of Page 172 to read as follows:

§ Apply Rate Basis in Section 2 and 2A.

EXPLANATION OF REFERENCE MARKS

Change on Page 175 of Tariff:

133 Rates will only apply on shipments of Naval Stores as described in Item No. 33132¼ of W.S.Curlett's Agent, Tariff No. 141-A (See Item No. 620), Northbound; on Automobiles, C.L., as described in Exceptions to Southern Classification, Agent W.S.Curlett's Tariff 141-A (See Item No. 620); on Cottonseed, its products and related articles as described in Item Nos. 46595, 46600, 46605 and 46610 of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), on Railway Track Material, as described in Item Nos. 38760, 38761¼ and 38792¼ of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), on Fruits, fresh or green, as described in Exceptions to Southern Classification, Agent W.S.Curlett's Tariff 141-A (See Item No. 620), on Soap, Soap Powders, Cleaning and Scouring Compounds, C.L. and L.C.L., as described in Item Nos. 46650, and 46655 of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), on Canned Goods, C.L., as described in Item Nos. 18140¼ and 18147¼ of W.S.Curlett's,Agent, Tariff 141-A (See Item No. 620) and on Containers as described in Item Nos. 9265, 9270 and 13786¼ of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620).

143 Rates will only apply on shipments of Naval Stores, as described in Item No. 33132¼ of W.S.Curlett's Agent, Tariff No. 141-A (See Item No. 620), Northbound and on Automobiles, C.L., Northbound and Southbound as described in Exceptions to Southern Classification, Agent W.S.Curlett's Tariff 141-A (See Item No. 620).

157 Rates will only apply on shipments of Empty Beverage Packages as described in Item No. 9221¼ of W.S. Curlett's, Agent, Tariff No. 141-A (See Item No. 620), and Nursery Stock as described in Item No. 33618 of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), Northbound; and Beverages as described in Item Nos. 18180,18455,18920,18925 (C.L. only) and 26350 of W.S.Curlett's Agent,Tariff No. 141-A (See Item No. 620), Southbound; and Asphalt (Asphaltum), as described in Item No. 2196¼ of W.S.Curlett's Agent, Tariff No. 141-A (See Item No. 620), and on shipments of Stone, atural or Cast, as described in Item No. 22021¼ of W.S. Curlett's, Agent, Tariff No. 141-A (See Item No. 620), and Tar or Pitch as described in Item Nos. 2201¼ and 2231¼ of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), and Railway Track Material as described in Item Nos. 38760, 38761¼ and 38792¼ of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), and Feldspar as described in Item No. 17390 of W.S.Curlett's,Agent, Tariff No. 141-A (See Item No. 620), and on Flowers, Herbs or Leaves, dried and on Roots not ground or powdered, Northbound, as described in Exceptions to Southern Classification, Agent W.S.Curlett's Tariff 141-A (See Item No. 620); and on Apples and Pears as described in Item No. 19245¼ of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), and on Chemicals and Dye Stuffs, Southbound as described in Exceptions to Southern Classification, Agent W.S.Curlett's Tariff 141-A (See Item No. 620); and on Rayon Yarn, Southbound, as described in Item No. 39135 of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620), and on Mica and Mica Schist, C.L., as described in Item No. 23630 of Agent W.S.Curlett's Tariff 141-A (See Item No. 620), Northbound and on Mica and Mica Schist,L.C.L., Northbound as described in Exceptions to Southern Classification, Agent W.S. Curlett's Tariff No. 141-A (See Item No. 620) and on Unmanufactured Tobacco as described in Item Nos. 42044¼ and 42065 of W.S.Curlett's, Agent, Tariff No. 141-A (See Item No. 620).

EXPLANATION OF REFERENCE MARKS - Concluded

Change on Page 176 of Tariff:

174 Rates will only apply on shipments of Peaches, C.L., as described in Exceptions to Southern Classification, Agent W.S.Curlett's Tariff 141-A (See Item No. 620).

175 Rates will only apply on shipments of Furniture, L.C.L., Northbound as described in Exceptions to Southern Classification, Agent W.S.Curlett's Tariff 141-A (See Item No. 620).

Change on Page 176 of Tariff, Page 3 of Supplement No. 14 and Page 3 of Supplement No. 25:

180 Rates will only apply:
On shipments of Naval Stores, C.L., as described in Item No. 33132 of Agent W.S.Curlett's Tariff No. 141-A (See Item 620), northbound only. When from station taking Rate Bases Perry,Fla., the rates provided for in connection with this circle reference will only apply from ACL stations taking Index Nos. 6445 to 6480, inc. When from stations taking Rate Bases Alachua, Fla., Branford,Fla., Gainesville,Fla., High Springs,Fla., Lake Butler,Fla., or Lawtey,Fla., when for account of the ACL, applicable through Baldwin,Fla., or through East Alachua,Fla., and Fort White,Fla. When from ACL stations taking Index Nos. 6445 to 6480, inc., are applicable only via ACL through Drifton,Ga.
On shipments of Shells,coquina, crushed or ground or uncrushed or unground, carload minimum weight 50,000 pounds as described in Item No. 40620 of Agent W.S.Curlett's Tariff No. 141-A, I.C.C. No. A-786, MF-I.C.C. No. A-48, Northbound only.
(File N-17350, D.A. 12781)
On shipments of Cocoa bean shells, not ground, in bulk, in bags, barrels or boxes, carloads minimum weight 40,000 pounds as described in Item No. 13039A of Agent W.S.Curlett's Tariff No. 141-A, I.C.C. No. A-786, MF-I.C.C. No. A-48, Southbound only.
(File 9278l-7-RA-90993)

Change on Page 176 of Tariff, Page 3 of Supplement No. 14, Page 3 of Supplement No. 21 and Page 3 of Supplement No. 25:

185 Rates are applicable as follows:
On shipments of Naval Stores, C.L., as described in Item No. 33132 of Agent W.S.Curlett's Tariff No. 141-A (See Item 620) from ACL stations taking Index Nos. 4975 to 5035, inc., 5095 to 5325, inc. and applicable only via ACL direct through Jacksonville,Fla.
(File N-10781, R.A. 89982)
On shipments of Shells, coquina, crushed or ground or uncrushed or unground, carload, minimum weight 50,000 pounds as described in Item No. 40620 of Agent W.S.Curlett's Tariff No. 141-A, I.C.C. No. A-786, MF-I.C.C. No.A-48, Northbound only.
(File N-17350, D.A. 12781)
On shipments of Cocoa bean shells, not ground, in bulk, in bags, barrels or boxes, carload minimum weight 40,000 pounds as described in Item No. 13039A of Agent W.S.Curlett's Tariff No. 141-A, I.C.C. No. A-786, MF-I.C.C. No. A-48, Southbound only.
(File 9278l-7-RA-90993)

Add to Page 176 of Tariff:

200 Rates will not apply on commodities for which rates are provided for by 201.
201 Rates will only apply on shipments of Furniture, L.C.L. as described in Southern Classification, Northbound.
202 Rates will only apply on shipments of:
Flowers, Herbs or Leaves, dried, Northbound
Roots not ground or powdered, Northbound
Chemicals and Dry Stuffs, Southbound
Mica and Mica Schist, L.C.L., Northbound
as described in Southern Classification.
203 Rates will not apply on commodities for which rates are provided for by 202.
204 Rates will only apply on shipments of:
Automobiles, C.L., as described in Southern Classification
Fruits or Vegetables, Fresh or Green, as described in Southern Classification.
205 Rates will not apply on commodities for which rates are provided for by 204.
206 Rates will only apply on shipments of:
Automobiles,C.L., as described in Southern Classification,Northbound and Southbound.
207 Rates will not apply on Commodities for which rates are provided for by 206.
208 Rates will not apply on Commodities for which rates are provided for by 202.
209 Rates will only apply on shipments of Peaches, C.L., as described in Southern Classification.

APPLICATION OF RATES

Item No. 10A Cancels Item No. 10

ALTERNATIVE APPLICATION OF COMBINATION RATES

(a) (Not applicable in connection with Joint Motor-Rail Routes.) The following rules apply only after the charge from point of origin to destination has been determined under the provisions of Sections 1,1A,2,2A,3,4 and 4A of this tariff.

If the charge based on the aggregate of intermediate local, joint or proportional rates named in tariffs lawfully on file with the Interstate Commerce Commission over any route via which the through rates named in this tariff,as amended,apply,is lower than the charge accruing under the through rates published in this tariff,from origin to destination,such lower charge will be the legal charge to apply via the route over which said lower aggregate of intermediate rates is applicable.

(b) (Applicable only in connection with Joint Motor-Rail Routes.) Charges resulting from the application of rates published in tariff,for application via Joint Motor-Rail routes are the applicable charges via such routes,notwithstanding that they may be higher than the aggregate charges under the separately established rates of the respective motor and rail carriers to and from the junction where the freight is received from or delivered to motor carrier.

Departure from the terms of Rules 4(b), 4(i) and 7(b) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 16491 of October 24, 1947, as amended.

(GR-D.)

APPLICATION OF RATES

=Item No. 908 Cancels Item No. 90C.

APPLICATION OF RATES IN CONNECTION WITH THE AMERICAN BARGE LINE COMPANY

(a) Basis for rates between Northern Stations shown on pages 17 to 96, inc., except as provided for in (b), located in the States of Connecticut, Massachusetts, New Jersey, New York, Pennsylvania and Rhode Island, subject to Rate Bases Albany, Altoona, Berlin, Boston, Branchton, Buffalo, Corry, Erie, Glovers-ville, Grafton, Harrisburg, Hempstead, Johnsonburg, Lake Placid, Lyndonville, Montauk, New Egypt, New York, Riverton, Ogdensburg, Oil City, Patchogue, Philadelphia, Phoenicia, Pittsburgh, Port Jervis, Portland, Reading, Rochester, Scranton, Stamford, Syracuse, Wakefield, Waterbury and Watertown and Baton Rouge, La., Helena, Ark., Memphis, Tenn., New Orleans, La., and Vicksburg, Miss., in connection with the American Barge Line Company, will only apply via Aliquippa, Pa., Conway, Pa., or Glassport, Pa., except as provided for in (b) and rail lines parties hereto, or as same may be amended.

First Class rates between Northern Stations shown on pages 17 to 96, inc., located in the States of Connecticut, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island, subject to Rate Bases named in the preceding paragraph and Baton Rouge, La., Helena, Ark., Memphis, Tenn., New Orleans, La., and Vicksburg, Miss., are the through all-rail first class rates arrived at by use of Rate Basis Numbers shown in Section I, or as same may be amended, less the first class differentials shown below.

For rates on other classes or commodity columns, apply to the first class rate ascertained as above, the rates for the other classes or commodity columns, as shown opposite that first class rate.

TO AND FROM	FIRST CLASS DIFFERENTIALS (in Cents Per 100 Pounds) Via ¶Aliquippa, Pa. §Conway, Pa. #Glassport, Pa.	TO AND FROM	FIRST CLASS DIFFERENTIALS (in Cents Per 100 Pounds) Via ¶Aliquippa, Pa. §Conway, Pa. #Glassport, Pa.
Baton Rouge . . . . La.	49	New Orleans . . . . La.	50
Helena. . . . . Ark.	39	Vicksburg . . . . Miss.	45
Memphis . . . . . Tenn.	36		

Rates will apply via routes as provided in W.S. Curlett's Freight Tariff No. 87, I.C.C. No. A-382, Agent I.N. Doe's I.C.C. No. 191, to and from Aliquippa, Conway and Glassport, Pa., except for account of the following lines rates will apply via all lines parties to this tariff: B&LE, Erie, J&NW (via Erie, NYC(W) or NYC&StL), Montour, NYC(W), P&LE (Note), PRWV, PC&Y, WA. Rates will only apply via routes authorized therein.

Note - Except routing from Glassport and Aliquippa, as provided in Agent W.S. Curlett's Tariff No. 87, I.C.C. No. A-382 and from and to stations on the P&LE taking Index Nos. 560 to 695 and 861 to 911, shown on pages 17 to 96, incl., where routing is provided for in Agent W.S. Curlett's I.C.C. No. A-382.

While shipments moving under rates herein, are in the possession of the American Barge Line Company, the bill of lading terms and conditions of that line as set forth in their Tariff Circular No. 3-B, I.C.C. No. 24, to govern.

(b) Basis for rates between stations shown on pages 17 to 96, inc., of Tariff as amended, taking Index Numbers:

B&O	PRR	PRWV	WLLE
6270 to 6290	21040 to 21135 21150 to 21190 23550,23555	40	360 to 380 391 to 406

and Baton Rouge, La., Helena, Ark., Memphis, Tenn., New Orleans, La., and Vicksburg, Miss., in connection with the American Barge Line Company will apply via Louisville, Ky.

Rates will apply via all carriers parties to this Tariff.

TO AND FROM	First Class Differentials (in Cents Per 100 Pounds) Via Louisville, Ky.
New Orleans . . . . . La.	39
Baton Rouge . . . . . La.	39
Vicksburg . . . . . Miss.	34
Helena. . . . . .Ark.	27
Memphis . . . . . Tenn.	27

While shipments moving under rates herein, are in the possession of the American Barge Line Company, the bill of lading terms and conditions of that line as set forth in their Tariff Circular No. 3-B, I.C.C. No. 24, will apply subject to exceptions shown on page 7.

I Issued in compliance with order of the Interstate Commerce Commission in Docket Ex Parte No. 102 of March 11, 1932.

¶ Routes will only apply on traffic in open top cars.

§ Will not apply on any freight from, to or via the P&LE.

Routes when from, to or via the PRR will apply on traffic in box cars only.

= Departure from the terms of Rule 4(1) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 172102, of December 14, 1938, as amended.

APPLICATION OF RATES - Concluded

al Item No. 98B Cancels Item No. 98C - Concluded.

EXCEPTIONS

Freight inherently incapable of handling by, or transfer from or to barges; no through rates in effect, i.e., commodities, in bulk, Live Stock, Perishable Freight; Liquid Freight; unless in packages; commodities listed in Note A.

Note A - Articles which cannot be handled by barge:

Acid,dangerous,as defined in Alternate Agent O.I. Falkenburg's I.C.C. No. 4;
Apples;
Articles, in excess of;
(a) 8 tons per package;
(b) 16 ft. wide and 13 ft. high;
(c) 30 ft. long, except pipe;
Articles requiring refrigeration;
Articles having an offensive odor or liable by their nature to injure other freight; also high explosives or dangerous chemicals;
Automobiles, except for dock delivery. (See Note 1);
Barrels and Drums, empty,having previously been filled with Gasoline, Benzine or other Dangerous liquids;
Brick;
Butter;
Cement, unless in sacks;
Coal, in bulk;
Creosoted articles;
Eggs;
Excelsior, unless in bales;
Fertilizers;
Fibre, unless in bales;
Fireworks;
Fish, unless in cans, boxes;
Foundry Facing, unless in packages;
Fruit, Fresh;
Grain or Products, in bulk;
Glue Stock;
Hemp, unless in bales;
Hides, green salted;
Household Goods, unless in boxes, barrels or crates;
Laundry Tubs, Trays, Cement or Slate, unless boxed or crated;
Lemons;
Lime;
Lumber;
Logs;
Meats, unless in cans, boxes;
Moss, unless in bales;
Oils;
Mineral;
Vegetable;
Fish, unless in packages;
Paper, Stock, or waste, unless in bales;
Petroleum and Products,unless in packages;
Pipe exceeding 50 ft. in length;
Poultry, live or dressed;
Rags, unless in bales;
Shavings, unless in bales;
Sisal, unless in bales;
Slate, roofing, unless in packages;
Tankage, dried blood or garbage;
Tanners' Fleshings;
Tin, unless in packages;
Tin plate, unless boxed or crated;
Traction Engines, set up, except tractors (Note).
Note - Tractors which can be transferred between car and barge will be accepted upon authority of agents of the American Barge Line Company
Turpentine, unless in packages;
Vegetables, fresh;
Waste, unless in bales.

Note 1 - Rates will not include absorption of switching or carloading expenses.

Rates are established under authority of Interstate Commerce Commission Fourth Section Order Nos. 10962 and 10963, of June 8, 1932.

For minimum charges to be applied in connection with rates between stations on the American Barge Line and Northern Stations shown on pages 17 to 96, inc., see minimum charge specifically provided for the American Barge Line Company in Section 4. (File No. 18075)

Item No. 95A Cancels Item No. 95.

APPLICATION OF RAIL-BARGE AND BARGE-RAIL RATES IN CONNECTION WITH MISSISSIPPI VALLEY BARGE LINE COMPANY

For basis of rates see Section 1 and 1A and Item Nos. 96, 97 and 98.

Rates are established under authority of Interstate Commerce Commission Fourth Section Order No. 10748 of August 14, 1931. Issued in compliance with order of the Interstate Commerce Commission in Docket Ex Parte No. 99 of August 19, 1931. Authority of Interstate Commerce Commission Fourth Section Order No. 10993 of July 28, 1932.

NON-APPLICATION OF RATES

Change "Headings" on Pages 188 to 192 of Tariff, Pages 11 and 12 of Supplement No. 11, Page 10 of Supplement No. 14, Page 5 of Supplement No. 18, as amended.

Commodities on which Class Rates will not Apply

(Applicable only in connection with Rates shown in Section 1 and 1A, Except as Noted)

Class Rates named herein will not apply on the following articles. In the absence of Commodity Rates apply Combination Rates.

Change reference "#" shown on Foot of Pages 188,189,191,192 of Tariff, Page 11 of Supplement No. 11, Page 10 of Supplement No. 14 to read as follows:

Applicable also in connection with rates shown in Section 2 and 2A.

I Issued in compliance with order of the Interstate Commerce Commission in Docket Ex Parte No. 102, of March 11, 1932.

⇒ Departure from the terms of Rule 4(1) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 17210Z of December 14, 1928, as amended.

Change Page 202 to read as follows:

SECTION 1

If the charge accruing under Section 4, of Tariff, as amended, according to its application, is higher than the charge accruing under this Section, on the same shipment, the charge accruing under Section 4, of Tariff, as amended, according to its application, will apply.

The Rate Base Numbers named in this Section apply only where applicable rating is published in EXCEPTIONS TO SOUTHERN CLASSIFICATION, to the extent provided for in Item No. 5 of Tariff, subject to applicable rules and other provisions in Exceptions to Southern Classification and to applicable rules and other provisions, except ratings in Southern Classification, Except that:

These Rate Base Numbers will ALSO apply:

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at class rates referred to therein, under ratings in Southern Classification.

2. On traffic routed from, to or via the American Barge Line Company in connection with Ratings, Rules and other provisions in Southern Classification.

3. In connection with commodity rate columns to the extent provided for on pages 198 to 201 of Tariff, as amended.

Rates resulting from the use of Rate Base numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 13494 and except as otherwise specifically provided are permitted by authority of the Interstate Commerce Commission Fourth Section Orders Nos. 9700, 11200 (except to or from points in State of Kentucky) and 8680 (covering rates to and from points on the Tennessee Central Railway).

ALL CHANGES RESULTING FROM THE USE OF RATE BASE NUMBERS IN THIS SECTION ARE REDUCTIONS.

Add to Page 300 of Tariff:

SECTION 1A

If the charge accruing under Section 4A, according to its application, is higher than the charge accruing under this Section, on the same shipment, the charge accruing under Section 4A, according to its application, will apply.

The Rate Base Numbers named in this Section apply only where applicable rating is published in Southern Classification, subject to applicable rules and other provisions in Southern Classification and to applicable rules and other provisions, except ratings, in Exceptions to Southern Classification, EXCEPT that:

These Rate Base Numbers WILL NOT apply:

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at Class Rates referred to therein. Section 1 Rate Base Numbers will apply.

2. On traffic routed from, to or via the American Barge Line Company in connection with Ratings, Rules and other provisions in Southern Classification. Section 1 Rate Base Numbers will apply.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended and are permitted by authority of Interstate Commerce Commission Fourth Section Order No. 15410 of October 19, 1945.

Add to page 300 of Tariff:

SECTION 1-A.

To and From stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended															
ALABAMA																
Akron	247	243	246		211	210	207	213		218		278	274	280	28	
Alexander City	224	217	216	216	198	187	184	207	207	212	212	267	250	237	23	
Aliceville	247	243	249		211	210	207	221		228		278	274	280	28	
Altoona	234	226	204	204	199	195	192	195	195	200	200	266	258	247	23	
Andalusia	253	241	236	236	210	202	199A	226	226	231	231	279	267	262	25	
Anniston	224	217	204	204	198	187	184	195	195	200	200	257	250	237	23	
Atmore	257	248	243		217	211	208	234		239		287	278	269	26	
Bayou La Batre	257	248	243		217	211	208	243		248		287	278	269	26	
Birmingham	234	226	210	210	199	195K	192E	201	201	206	206	266	258	247	23	
Blocton	234	226	216	216	199	195	192	207	207	212	212	266	258	247	23	
Blossburg	234	226	213	213	199	195	192	204	204	209	209	266	258	247	23	
Boaz	234	226	204	204	199	195	192	195	195	200	200	266	258	247	23	
Boligee	247	243	250		211	210	207	216	216	221	221	278	274	260	26	
Boyd	265	261	274		229	228	225	240		245		295	291	278	27	
Brantley	253	241	234	234	210	202	199A	223	223	228	228	279	267	262	25	
Brewton	253	241	236	236	210	202	199A	230	230	235	235	279	267	262	25	
Brilliant	244	240	219		211	210	207	216		221		275	271	257	25	
Brownville	265	261	239		232	231	228	232		236		296	292	278	27	
Buhl	244	240	221		211	210	207	216		221		275	271	257	25	
Burbank	278	269	264		238	232	229	258		263		308	299	290	28	
Calera	234	226	216	216	199	195K	192E	207	207	212	212	266	258	247	23	
Calvert	257	248	243		217	211	208	234		239		287	278	269	26	
Cardiff	234	226	213	213	199	195	192	204	204	209	209	266	258	247	23	
Carrollton	262	258	218		226	225	222	230		235		293	289	276	27	
Cedar Bluff	224	217	201	201	192	187	184	192	192	197	197	257	250	237	23	
Chatom	280	271	266		240	234	231	258		234		310	301	288	27	
Chelsea	234	226	213	213	199	195K	192E	204	204	209	209	266	258	247	23	
Cherokee	234	234	202		207	207	207	199		204		266	266	250	25	
Childersburg	234	226	210	210	199	195K	192E	201	201	206	206	266	258	247	23	
Choctaw City	277	268	251		237	231	228	243		247		306	297	286	28	
Clanton	234	226	219	219	199	195K	192E	210	210	215	215	266	258	247	23	
Colta	234	226	213	213	199	195	192	207	207	212	212	266	258	247	23	
Cromwell	265	261	274		229	228	225	239		236		295	291	278	27	
Cullman	234	226	203	203	199	195	192	199	199	204	204	266	258	247	23	
Decatur	224	234	198		194	194	194	195		200		257	257	240	24	
Demopolis	247	243	253		211	210	207	219		224		278	274	280	28	
Dothan	240	226	221	212	199	187	184	221	221	226	226	269	256	253	25	
Elba	253	241	236	236	210	202	199A	231	231	236	236	279	267	262	25	
Enterprise	253	241	236	236	21[illegible]	202	199A	229	229	234	234	279	267	262	25	
Eufaula	234	219	215	206	1[illegible]	179	176	217	214	208	202	262	247	244	23	
Fayette	244	240	219		211	210	207	213		218		276	271	257	25	
Fern Bank	244	240	220		211	210	207	216		221		276	271	257	25	
Flomaton	257	248	239		217	211	208	230		235		287	278	269	26	
Florala	253	241	236	236	210	202	199A	231	231	236	236	279	267	262	25	
Florence	234	234	198		207	207	207	195		200		266	266	250	24	
Foley	257	248	243		217	211	208	243		248		287	278	269	26	
Franklin	240	226	221	212	199	187	184	211	211	216	216	269	256	253	25	
Frisco City	257	248	239		217	211	208	230		235		287	278	269	26	
Gadsden	224	217	204	204	198	187	184	195	195	200	200	257	250	237	23	
Gamery	234	226	216	216	199	195K	192E	207	207	212	212	266	258	247	23	
Geneva	253	241	236	236	210	202	199A	231	231	236	236	279	267	262	25	
Greensboro	247	243	250		211	210	207	216		221		278	274	260	26	
Greenville	253	241	230	230	210	202	199A	221	221	226	226	279	267	262	25	
Gurley	224	224	201		194	194	194	192		197		257	257	240	24	
Gurnee Jct	234	226	213	213	199	196	192	207	207	212	212	266	258	247	23	

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 380 of Tariff:

SECTION 1-A - Continued.

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO-THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).															
ALABAMA - Con.																
Malaweka	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Maleyville	244	240	206	. . .	211	210	207	203	. . .	208	. . .	275	271	257	253	
Mardaway	240	226	221	212	199	187	184	216	216	221	221	269	256	253	239	
Hartford	253	241	236	236	210	202	199A	228	228	233	233	279	267	262	250	
Headland	240	226	221	212	199	187	184	221	221	226	226	269	256	253	239	
Heflin	224	217	207	207	192	187	184	198	198	203	203	257	250	237	230	
Huntsville	224	224	198	. . .	194	194	194	196	. . .	200	. . .	257	257	240	240	
Hurtsboro	240	226	221	212	199	187	184	211	211	216	216	269	256	253	239	
Jamestown	224	217	195	195	192	187	184	186	186	191	191	257	250	237	230	
Jasper	234	226	213	213	199	195	192	207	207	212	212	266	258	247	239	
Kimbrough	257	248	230	. . .	217	211	208	221	. . .	226	. . .	287	278	269	260	
La Fayette	224	217	216	216	192	187	184	206	206	210	210	257	250	237	230	
Lanett	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Lehigh	234	226	210	210	199	195	192	201	201	206	206	266	258	247	239	
Linden	257	248	230	. . .	217	211	200	221	. . .	226	. . .	287	278	269	260	
Luverne	253	241	234	234	210	202	199A	223	223	228	228	279	267	262	250	
Madrid	247	233	224	214	207	195	192	225	225	228	228	271	257	253	239	
Maplesville	234	226	219	219	199	195K	192E	210	210	215	215	266	258	247	239	
Margaret	234	226	216	216	199	195K	192E	207	207	207	207	266	258	247	239	
Marigold	256	247	230	230	220	216	213	228	228	234	234	287	279	268	260	
Marion Jct	234	226	221	221	199	195K	192E	219	219	224	224	266	258	247	239	
Mavlene	234	226	216	216	199	195K	192E	210	210	215	215	266	258	247	239	
Mobile:																
A.R.-R.W.R.	257	248	243	. . .	217	211	208	239	. . .	244	. . .	287	278	269	260	
F.B.L. (Note B)	249	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	
F.B.L. (Note Ca)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	
F.B.L. (Note E)	253	. . .	250	. . .	. . .	. . .	. . .	248	. . .	. . .	. . .	. . .	. . .	. . .	. . .	
Monroeton	257	248	234	. . .	217	211	208	225	. . .	230	. . .	287	278	269	260	
Monroeville	257	248	237	. . .	217	211	208	230	. . .	235	. . .	287	278	269	260	
Montgomery	240	226	221	212	199	187	184	216	216	221	221	269	256	253	239	
Madawah	257	248	230	. . .	217	211	208	221	. . .	226	. . .	287	278	260	251	
Opelika	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Opp	253	241	236	236	210	202	199A	229	229	234	234	279	267	262	250	
Ozark	240	226	221	212	199	187	184	221	221	226	226	269	256	253	239	
Panola	267	253	272	. . .	231	230	227	238	. . .	243	. . .	298	294	280	280	
Pell City	234	226	210	210	199	195K	192E	201	201	206	206	266	258	247	239	
Phenix City	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Piedmont	228	217	201	201	192	187	184	192	192	197	197	257	250	237	230	
Pittsview	240	226	221	212	199	187	184	215	215	219	219	269	255	253	239	
Red Bay	244	240	204	. . .	211	210	207	204	. . .	209	. . .	275	271	257	253	
Reform	244	240	221	. . .	211	210	207	216	. . .	221	. . .	275	271	257	253	
Riverview	234	219	215	206	191	179	176	217	214	206	202	262	247	244	229	
Roanoke	224	217	216	216	192	187	184	206	206	210	210	257	250	237	230	
Samson	253	241	234	234	210	202	199A	231	231	236	236	279	267	262	250	
Satsuma	257	248	243	. . .	217	211	208	237	. . .	242	. . .	287	278	269	260	
Selma	234	226	221	221	199	195K	192E	216	216	221	221	266	258	247	239	
Silas	282	278	261	. . .	242	241	238	253	. . .	258	. . .	313	309	294	290	
Sipsey	234	226	224	216	199	195	192	207	207	212	212	266	258	247	239	
Stevenson	224	224	194	. . .	194	194	194	186	. . .	191	. . .	257	257	240	240	
Suggsville	257	248	237	. . .	217	211	208	228	. . .	233	. . .	287	278	269	260	
Sylacauga	224	217	213	213	192	187	184	204	204	209	209	257	250	237	230	
Talladega	224	217	207	207	192	187	184	198	198	203	203	257	250	237	230	
Tallassee	257	243	238	. . .	216	204	200	228	228	233	233	286	271	270	256	
Troy	240	226	221	212	199	187	184	220	220	225	225	269	256	253	239	
Tuscaloosa	234	226	219	219	199	195	192	210	210	215	215	266	258	247	239	
Tuskegee	257	243	238	229	216	204	201	226	226	230	230	286	271	270	256	
Union Springs	240	226	221	212	199	187	184	215	215	218	218	269	256	253	239	

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued.

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).															
ALABAMA - Conc.																
Valley Head	224	217	194	194	192	187	184	186	186	191	191	257	250	237	230	
Vinegar Bend.	257	248	243	. .	217	211	208	237	. .	242	. .	287	278	269	260	
Warrior	234	226	210	210	199	195	192	207	207	212	212	266	258	247	239	
Wattsville	234	226	207	207	199	195K	192E	198	198	203	203	266	258	247	239	
Winfield.	244	240	219	. .	211	210	207	213	. .	218	. .	275	271	257	249	
Yantley	265	261	275	. .	229	228	225	246	. .	251	. .	295	291	278	274	
Yolande	234	226	216	216	199	195K	192	207	207	212	212	266	258	247	239	
York.	247	243	253	. .	211	210	207	219	. .	224	. .	278	274	260	256	
ARKANSAS																
Helena:																
A.R.-R.W.R.	253	253	210	. .	229	227	224	208	. .	215	. .	284	276	272	264	
F.B.L. (Note E)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	
F.B.L. (Note P)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	
FLORIDA																
Alachua	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Altha	253	241	236	226	210	202	199A	231	231	236	236	279	267	262	250	
Apalachicola.	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Arcadia	268	255	259	257	238	229	226	263	262	255	251	293	280	275	262	
Avon Park	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Barrineau Park.	257	248	243	. .	217	211	208	234	. .	239	. .	287	278	269	260	
Bartow.	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Baxter.	227	220	207	200	184	170	167	208	202	201	192	255	237	238	220	
Bell.	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Belleglade-Chosen	268	255	259	257	238	229	226	263	262	255	251	293	280	275	262	
Blountstown	253	241	236	226	210	202	199A	234	234	235	235	279	267	262	250	
Bradenton	259	246	250	248	254	245	242	254	253	246	242	284	271	266	253	
Branford.	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Brewster.	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Brooksville	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Bunker Hill	276	265	267	267	246	239F	236B	270	270	263	261	299	288	281	270	
Campbellton	247	233	224	214	207	195	192	225	225	228	228	271	257	253	239	
Center Hill	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Century	257	248	239	. .	217	211	208	230	. .	235	. .	287	278	269	260	
Chattahoochee	244	229	221	211	199	187	184	215	212	215	209	282	247	244	229	
Chuluota	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Clearwater.	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Clewiston	268	255	259	257	238	229	226	263	262	255	251	293	280	275	262	
Cottondale.	247	233	224	214	207	195	192	225	225	228	228	271	257	253	239	
Crestview	255	241	236	236	210	202	199A	236	236	241	241	279	267	262	250	
Cross City.	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Daytona Beach	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
De Funiak Springs	253	241	236	236	210	202	199A	236	236	241	241	279	267	262	250	
Dowling Park.	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Drexel	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Drifton	249	229	221	211	199	187	184	215	212	215	209	282	247	244	229	
Dunnellon	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
Everglades.	276	265	267	267	246	239F	236B	270	270	263	261	299	288	281	270	
Fairfield	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Fellsmere	273	260	264	262	242	233	230	257	256	260	256	297	284	280	267	
Fernandina.	257	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Ft. Lauderdale.	276	265	267	267	246	239F	236B	270	270	263	261	299	288	281	270	
Ft. Myers	276	265	267	267	246	239F	236B	270	270	263	261	299	288	281	270	
Ft. Pierce.	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Gainesville	240	225	224	220	202	191	188	227	224	220	214	269	254	243	238	

AR - All Rail.
RWR - Rail-water and Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-T.

Add to page 300 of Tariff:

SECTION 1-A - Continued.

To and From stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).															
FLORIDA - Con.																
Graceville	253	241	236	236	210	202	199A	236	236	241	241	279	267	262	250	
Green Cove Springs	231	216	215	211	196	185	182	218	215	204	198	263	248	244	229	
Greenville	234	216	213	206	193	179	176	208	202	208	199	256	237	238	220	
Greenwood	263	249	245	236	223	211	208	245	245	250	250	292	278	276	262	
Haines City	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Hastings	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Hawthorne	248	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
High Springs	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Hilliard	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Homestead	265	274	276	276	255	245B	245B	279	279	272	270	308	297	290	279	
Hosford	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Jacksonville	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Jamieson	244	229	221	211	199	187	184	215	212	215	209	262	247	244	229	
Jasper	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Jupiter	268	256	259	257	238	229	226	263	262	256	251	293	280	276	262	
Kenansville	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Kissimmee	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Lake Butler	231	216	215	211	196	185	182	218	215	204	198	263	248	244	229	
Lake City	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Lakeland	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Lake Wales	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Lawtey	231	216	215	211	196	185	182	218	215	204	198	263	248	244	229	
Leesburg	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
Live Oak	234	216	213	206	193	179	176	208	202	208	199	255	237	238	220	
Madison	234	216	213	206	193	179	176	208	202	208	199	255	237	238	220	
Marianna	247	233	224	214	207	195	192	225	225	228	228	271	257	253	238	
Mayo	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Maytown	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
Melbourne	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Miami	278	265	267	267	246	239B	236B	270	270	263	261	299	288	281	270	
Milton	253	241	237	237	210	202	199A	236	236	241	241	279	267	262	250	
Naples	278	265	267	267	246	239B	236B	270	270	263	261	299	288	281	270	
Newberry	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Ocala	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
Okeechobee	268	255	259	257	238	229	226	263	262	256	251	293	280	276	262	
Opal	268	255	259	257	238	229	226	263	262	256	251	293	280	276	262	
Orlando	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Otter Creek	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
Palatka	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Palmdale	268	255	259	257	238	229	226	263	262	256	251	293	280	276	262	
Panama City	253	241	236	226	210	202	199A	235	235	240	240	279	267	262	250	
Pensacola	257	248	243	243	217	211	206	239	239	244	244	267	276	269	260	
Perry	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Pierson	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
204 Pinetta	234	216	213	206	193	179	176	208	202	208	199	255	237	238	220	
205 Pinetta	255	237	234	227	214	200	197	229	223	229	220	276	256	259	241	
Plant City	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Port St. Joe	253	241	237	227	210	202	199A	236	233	241	235	278	267	262	250	
Potatoville	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
Quincy	244	229	221	211	179	187	184	215	212	215	209	262	247	244	229	
St. Augustine	240	225	224	220	202	191	188	227	224	220	214	269	254	253	238	
St. Catherine	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
St. Petersburg	259	246	250	248	229	220	217	254	253	241	237	284	271	266	253	
Sanderson	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Sanford	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	

AR - All Rail.
RWR - Rail-water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued.

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).															
FLORIDA - Conc.																
Sarasota	268	255	259	257	238	229	296	263	262	255	251	283	280	275	262	
Shady Grove	240	225	224	220	202	191	188	227	224	220	214	269	254	258	236	
South Boca Grande	276	265	267	267	246	239F	236B	270	270	263	261	299	288	281	270	
South Jacksonville	237	216	215	211	196	185	182	216	215	204	198	263	248	244	229	
Tallahassee	244	229	221	211	199	187	184	215	212	215	209	262	247	244	229	
										cs						
Tampa	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Titusville	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Wauchula	240	225	224	220	202	191	188	227	224	220	214	269	254	258	236	
West Palm Beach	276	265	267	267	246	239F	236B	270	270	263	261	299	288	281	270	
Williston	244	230	233	230	211	201	198	236	234	229	224	272	258	257	243	
Winter Garden	250	236	241	238	220	210	207	245	243	238	233	278	264	263	249	
Winter Haven	259	246	250	248	229	220	217	254	253	246	242	284	271	266	253	
Youngstown	258	241	236	226	210	202	199A	231	231	236	236	279	267	262	250	
Yukon	231	216	215	211	196	185	182	216	215	204	198	263	248	244	229	
GEORGIA																
Abbeville	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Albany	234	219	215	205	193	179	176	215	212	208	202	262	247	244	229	
Alma	221	203	203	196	179	165	163	204	202	199	189	251	233	233	215	
Americus	234	219	215	205	191	179	176	215	212	208	202	262	247	244	229	
Arlington	234	219	215	205	191	179	176	215	212	208	202	262	247	244	229	
Athens	213	206F	198	198	176	172K	169E	189	189	194	194	247	240F	227	220F	
Atlanta	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
Augusta	207	198	187	183	164	158G	155C	187	187	181	177	233	224	216	207	
Bainbridge	234	219	215	205	191	179	176	215	212	208	202	262	247	244	229	
Baxley	221	203	203	196	179	165	162	204	202	199	189	251	233	233	215	
Blue Ridge	211	204F	192	192	178	174K	171E	184	184	189	189	240	233F	221	214F	
Bonaire	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Bowdon	217	210F	198	198	178	174K	177E	191	191	194	194	250	243F	231	224F	
Bremen	217	210F	198	198	178	174K	177E	198	198	194	194	250	243F	231	224F	
(CSX) Bridgeboro	234	219	215	205	191	179	182	217	214	208	202	262	247	244	229	
(SAL) Bridgeboro	255	240	236	226	212	200	197	238	235	229	223	283	268	265	250	
Brunswick	221	203	203	196	179	165	162	204	202	199	189	251	233	233	215	
Buena Vista	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Buford	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
Camak	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
Campton	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
Canton	217	210F	198	198	178	174K	177E	189	189	194	194	250	243F	231	224F	
Carrollton	217	210F	198	198	178	174K	177E	191	191	194	194	250	243F	231	224F	
Cartersville	217	210F	195	195	178	174K	177E	186	186	191	191	250	243F	231	224F	
Cave Spring	217	210F	198	198	178	174K	177E	189	189	194	194	250	243F	231	224F	
Cedartown	217	210F	198	198	178	174K	177E	189	189	194	194	250	243F	231	224F	
Ceschat	211	204F	189	189	178	174K	171E	180	180	185	185	240	233F	221	214F	
Chatsworth	217	210F	189	189	178	174K	177E	180	180	185	185	250	243F	231	224F	
Claxton	217	201	194	186	187	174	171	194	194	189	181	241	225	223	207	
(CSX) Clayttville	234	216	213	206	193	179	176	206	202	208	198	256	237	236	220	
(SAL) Clayttville	255	237	234	227	214	200	197	229	223	229	220	276	258	259	241	
Clyo	207	198	187	183	164	158G	155C	186	186	181	181	233	224	216	207	
Columbus	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Commerce	213	206F	198	198	176	172K	169E	189	189	194	194	247	240F	227	220F	
Cordele	227	209	207	200	184	170	167	208	202	201	192	255	237	238	220	
Cornelia	213	206F	198	198	176	172K	169E	189	189	194	194	243	240F	227	220F	
Covington	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
Cuneata	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Cuthbert	234	219	215	205	191	179	176	217	214	208	202	262	247	244	229	
Dalton	217	210F	189	189	178	174K	177E	180	180	185	185	250	243F	231	224F	

AR - All Rail.
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d to page 300 of Tariff:

SECTION 1-A - Continued.

s and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).															
GEORGIA - Con.																
mes Ferry	213	206F	198	198	176	172K	169E	200	200	194	194	247	240F	227	220F	
wson	234	219	215	206	191	179	176	215	212	206	202	262	247	244	229	
ouglas	207	209	207	200	184	170	167	206	202	201	192	255	237	236	220	
ublin	217	206	194	190	173	1670	164C	194	194	189	185	241	232	223	214	
urand	234	219	215	206	191	179	176	217	214	206	202	262	247	244	229	
urham	224	217	194	194	192	187	184	184	184	189	189	257	250	237	230	
gypt	207	198	157	153	164	1560	156C	187	187	181	177	233	224	216	207	
berton	213	206F	198	198	176	172K	169E	189	189	194	194	247	240F	227	220F	
mpire	227	209	207	200	184	170	167	206	202	201	192	255	237	236	220	
itzgerald	227	209	207	200	184	170	167	206	202	201	192	255	237	236	220	
olkston	227	209	207	200	184	170	167	206	202	201	192	255	237	236	220	
ort Gaines	234	219	215	206	191	179	176	217	214	206	202	262	247	244	229	
ort Valley	213	206F	198	198	176	172K	169E	198	198	194	194	247	240F	227	220F	
ainesville	213	206F	198	198	176	172K	169E	189	189	194	194	247	240F	227	220F	
(D) Garfield	213	204	194	190	172	1660	163C	194	194	189	185	241	232	223	214	
(D) Garfield	234	225	215	211	193	1870	184C	215	215	210	206	262	253	244	236	
(D) Gracewood	213	204	194	190	173	1670	167C	187	187	189	185	241	232	223	214	
(D) Gracewood	234	225	215	211	194	1860	186C	206	206	210	206	262	253	244	235	
riffin	213	206F	198	198	176	172K	169E	194	194	194	194	247	240F	227	220F	
rtrell	213	206F	198	198	176	172K	169E	189	189	194	194	247	240F	227	220F	
aylow	227	209	207	200	184	170	167	206	202	201	192	255	237	236	220	
alehurst	227	209	207	200	184	170	167	206	202	201	192	255	237	236	220	
alena	227	209	207	200	184	170	167	206	202	201	192	255	237	236	220	
oker	211	204F	189	189	178	174K	171E	180	180	186	186	240	233F	221	214F	
echton	213	206F	198	198	176	172K	169E	196	196	194	194	247	240F	227	220F	
fferson	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
ffersonville	213	206F	198	198	176	172K	169E	201	201	194	194	247	240F	227	220F	
eup	228	205	203	196	179	165	167	204	202	199	189	251	233	235	216	
nction City	234	219	215	206	191	179	176	217	214	206	202	262	247	244	229	
(D) Keysville	213	204	194	190	175	1670	166C	194	194	189	185	241	232	223	214	
(D) Keysville	234	225	215	211	194	1860	186C	215	215	210	206	262	253	244	236	
ldare	207	198	157	153	164	1560	156C	191	191	181	177	233	794	216	207	
Grange	234	219	215	206	191	179	176	217	214	206	202	262	247	244	229	
keland	243	225	223	216	200	186	183	225	219	218	209	272	254	238	220	
vonia	213	206F	198	198	176	172K	169E	189	189	194	194	247	240F	227	220F	
wrenceville	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
uisville	217	206	194	190	173	1670	164C	194	194	189	185	241	232	223	214	
Donough	213	206F	198	198	176	172K	169E	196	196	194	194	247	240F	227	220F	
chen	213	206F	198	198	176	172K	169E	196	196	194	194	247	240F	227	220F	
con	213	206F	198	198	176	172K	169E	198	198	194	194	247	240F	227	220F	
dison	213	206F	198	198	176	172K	169E	192	192	194	194	247	240F	227	220F	
lo	224	217	196	196	192	187	184	186	186	191	191	257	250	237	230	
ville	213	204	194	190	173	1670	164C	194	194	189	185	241	232	223	214	
ledgeville	213	206F	198	198	176	172K	169E	198	198	194	194	247	240F	227	220F	
llen	207	198	157	153	164	1560	156C	187	187	181	177	233	224	216	207	
istead	213	206F	198	198	176	172K	169E	191	191	194	194	247	240F	227	220F	
tenana	234	219	215	206	191	179	176	215	212	206	202	262	247	244	229	
ltrie	234	219	215	206	191	179	176	215	212	206	202	262	247	244	229	
(D) Nashville	227	209	207	200	184	170	167	210	204	201	192	255	237	236	220	
(D) Nashville	248	230	228	221	206	191	188	231	225	222	213	276	258	259	241	
man																
field	213	206F	198	198	176	172K	169E	194	194	194	194	247	240F	227	220F	
erman	234	219	215	206	191	179	176	215	212	206	202	262	247	244	229	
(D) Pavo	221	205	205	196	179	165	162	204	201	199	190	251	233	235	215	
(D) Pavo	234	219	215	206	191	179	176	215	212	206	202	262	247	244	229	
	256	240	238	228	212	200	197	236	235	229	225	285	278	265	250	

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SECTION 1-A - Continued.

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Bosto		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended															
GEORGIA - Conc.																
Pelham	234	219	215	205	191	179	176	215	212	208	202	262	247	244		
Quitman	227	209	207	200	184	170	167	208	202	201	192	255	237	234		
(204) Relee	227	209	207	200	184	170	167	208	202	201	192	255	237	238		
(205) Relee	248	230	228	221	205	191	188	229	223	222	213	276	256	259		
Riceboro	217	201	194	186	187	174	171	194	194	189	181	241	225	223		
Richland	234	219	215	205	191	179	176	217	214	207	201	262	247	244		
Rockmart	217	210F	198	198	178	174K	171E	189	189	194	194	250	243F	231		
Rome	217	210F	195	195	178	174K	171E	186	186	191	191	250	243F	231		
St. George	227	209	207	200	184	170	167	208	202	201	192	255	237	238		
St. Marys	244	226	225	218	201	187	184	226	220	219	210	273	255	255		
(206) Sale City	234	219	215	205	191	179	176	215	212	208	202	262	247	244		
(207) Sale City	256	240	236	226	212	200	197	236	233	229	223	283	268	265		
Sandersville	217	208	194	190	173	1670	164C	204	204	189	185	241	232	223		
Sardis	207	198	187	183	164	1580	155C	187	187	181	177	233	224	216		
Savannah	207	198	187	183	164	1580	155C	187	187	181	177	233	224	216		
Senoia	213	206F	198	198	176	172K	169E	194	194	194	194	247	240F	227		
Soperton	217	208	194	190	173	1670	164C	194	194	189	185	241	232	223		
Statesboro	217	201	194	186	187	174	171	194	194	189	181	241	225	223		
(209) Swainsboro	213	204	194	190	173	1670	164C	194	194	189	186	241	232	223		
(210) Swainsboro	234	225	215	211	194	1860	185C	215	215	210	206	262	253	244		
Tallulah Falls	217	210F	198	198	178	174K	171E	201	201	194	194	250	243F	231		
Tennille	217	208	194	190	173	1670	164C	194	194	189	185	241	232	223		
Thomaston	213	206F	198	198	176	172K	169E	194	194	194	194	247	240F	227		
Thomasville	234	219	215	205	191	179	176	215	212	208	202	262	247	244		
(208) Ticknor	234	219	215	205	191	179	176	215	212	208	202	262	247	244		
(207) Ticknor	256	240	236	226	212	200	197	236	233	229	223	283	268	265		
Tifton	227	209	207	200	184	170	167	208	202	201	192	255	237	238		
Toomsboro	217	208	194	190	173	1670	164C	194	194	189	185	241	232	223		
Topeka Jct.	213	206F	198	198	176	172K	169E	197	197	194	194	247	240F	227		
Trenton	224	217	190	190	192	187	184	184	184	189	189	257	250	257		
Trion	217	210F	194	194	178	174K	171E	186	186	191	191	250	243F	231		
Union Point	213	206F	198	198	176	172K	169E	196	196	194	194	247	240F	227		
(211) Uvalda	213	204	194	190	173	1670	164C	194	194	189	186	241	232	223		
(212) Uvalda	234	225	215	211	194	1860	185C	215	215	210	206	262	253	244		
Valdosta	227	209	207	200	184	170	167	208	202	201	192	255	237	238		
Vaughn	213	206F	198	198	176	172K	169E	194	194	194	194	247	240F	227		
Vidalia	217	208	194	190	173	1670	164C	194	194	189	185	241	232	223		
Washington	213	206F	198	198	176	172K	169E	198	198	194	194	247	240F	227		
Waycross	221	203	203	196	179	165	162	213	211	199	189	251	233	253		
Waynesboro	207	196	187	183	164	1580	155C	187	187	181	177	233	224	216		
Woodbine	227	209	207	200	184	170	167	208	202	201	192	255	237	238		
Woodbury	234	219	215	205	191	179	176	217	214	208	202	262	247	244		
Woodcliff	228	219	208	204	185	1790	176C	207	207	202	198	254	245	237		
Wrightsville	227	218	204	200	183	1770	174C	204	204	199	195	251	242	233		
LOUISIANA																
Amite	275	270	250	. . .	237	236	232	250	. . .	256	. . .	306	300	287		
Baton Rouge:																
A.R.-R.W.R.	275	270	257	. . .	237	236	232	257	. . .	262	. . .	306	300	287		
F.B.L. (Note B)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .		
F.B.L. (Note Ca)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .		
F.B.L. (Note E)	253	. . .	248	. . .	243	. . .	. . .	248	. . .	257	. . .	. . .	. . .	. . .		
F.B.L. (Note P)	249	. . .	244	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .		
M.V.B.L. (Note C1)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .		
A.B.L. (Item 90)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .		
Bogalusa	275	270	250	. . .	237	236	232	248	. . .	253	. . .	306	300	287		
Braithwaite	275	270	259	. . .	237	236	232	251	. . .	258	. . .	306	300	287		
Clinton	276	270	254	. . .	237	236	232	254	. . .	259	. . .	306	300	287		

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued.

To and From Stations shown on pages 96 to 113, inclusive of Tariff, as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston	
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)														
LOUISIANA - Conc.															
Franklinton	276	270	234		237	231	232	234		279		305	300	287	282
Hammond	276	270	234		237	231	232	234		279		305	300	287	282
Mandeville	276	270	267		267	231	232	266		253		305	300	287	282
New Orleans:															
A.R.-R.W.R.	276	270	269		267	230	232	231		256		305	300	287	282
F.B.L. (Note B)															
F.B.L. (Note Ca)								240							
F.B.L. (Note L)	258		260							288					
F.B.L. (Note P)	249		247												
M.V.B.L. (Note C1)															
A.B.L. (Item 90)															
Reserve	276	270	269		267	230	232	265		260		305	300	287	282
N. Francisville	276	270	267		237	230	232	267		262		305	300	287	282
Tidell	276	270	267		237	230	232	266		253		305	300	287	282
Tylleon	276	270	260		237	230	232	256		255		305	300	287	282
MISSISSIPPI															
Aberdeen	244	240	213		211	210	207	212		217		275	271	257	253
Ackerman	268	263	220		237	230	232	219		254		290	285	272	267
Amory	244	240	212		211	210	207	211		217		276	271	257	253
Batesville	249	244	210		211	211	211	208		212		272	272	263	263
Beaumont	268	263	248		229	228	223	259		246		296	291	275	270
Belmont	244	240	207		211	210	207	208		208		275	271	257	253
Belzoni	263	263	224		237	228	232	234		239		290	285	272	267
Brookhaven	275	270	241		237	230	232	239		244		305	300	287	282
Bruce	274	274	236		249	247	244	250		240		305	297	283	285
Calhoun City	253	253	213		220	220	223	219		217		284	278	272	264
Canton	263	263	228		229	228	223	229		232		290	285	272	267
Centreville	275	270	250		237	230	232	250		255		305	300	287	282
Charleston	253	253	221		229	228	223	240		225		284	278	272	264
Clarksdale	253	253	213		220	220	223	212		217		284	278	272	264
Cleveland	263	263	217		229	228	223	216		221		284	278	272	264
Columbia	275	270	240		237	230	232	248		250		305	300	287	282
Columbus	244	240	216		211	210	207	210		221		278	271	257	253
Corinth	234	234	199		207	207	207	194		201		268	268	250	250
Crystal Springs	275	270	236		237	230	232	232		241		305	300	287	282
DeKalb	258	258	220		219	218	218	230		240		288	281	268	264
Dundee	263	263	210		229	227	224	208		215		284	278	272	264
Durant	263	263	224		229	228	223	224		229		290	285	272	267
Edinburg	263	263	236		220	228	223	236		241		290	285	272	267
Electric Mills	247	243	203		211	210	207	208		233		278	274	260	256
Elmore	260	260	196		211	211	211	192		201		272	272	263	263
Enterprise	263	258	264		258	253	250	268		271		323	318	308	300
Fernwood	276	270	245		237	230	232	245		250		308	300	287	282
Fulton	269	265	279		229	228	223	219		224		289	285	272	268
Greenville	275	270	236		237	230	232	236		236		305	300	287	282
Greenwood	263	263	224		258	228	223	224		229		284	278	272	264
Grenada	263	263	220		229	228	223	220		225		284	278	272	264
Gulfport	263	258	213		229	228	223	212		217		284	278	272	264
Hattiesburg	268	263	224		229	228	223	246		251		296	291	276	270
Hazlehurst	268	263	224		229	228	223	224		229		290	285	272	267
Hernando	268	263	241		229	228	223	237		242		296	291	276	270
Hernando	275	270	239		237	230	232	239		244		305	300	287	282
Holly Bluff	266	266	228		229	228	223	228		233		296	291	281	276
Holly Springs	240	240	203		211	211	211	198		204		272	272	263	263
Horn Lake	240	240	203		211	211	211	198		204		272	272	263	263
Houston	263	263	210		229	228	223	208		213		284	278	272	264

AR - All Rail.
RWR - Rail-water-rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued.

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to [illegible], inclusive of Tariff as amended.															
MISSISSIPPI - Con.																
Hurley	287	282	271		249	247	244	264		269		317	312	298		291
Iuka	234	234	200		207	207	207	199		204		266	266	250		250
Jackson	263	263	231		228	226	223	231		236		290	285	272		267
Kioto	275	270	248		237	235	232	248		253		305	300	287		282
Kokomo	275	270	248		236	234	231	246		251		302	297	284		279
Laurel	266	261	239		228	226	223	234		239		296	291	276		270
Leakesville	278	269	264		238	232	229	256		263		308	299	290		281
Lena	263	263	231		228	226	223	231		236		290	285	272		267
Louisville	263	263	224		228	226	223	221		226		290	285	272		267
Lucedale	266	261	243		228	226	223	237		242		296	291	275		270
Lumberton	266	261	248		228	226	223	239		244		296	291	276		270
Macon	247	243	249		211	210	207	221		226		278	274	260		255
Marks	253	253	210		228	226	223	208		215		284	276	272		264
Mathiston	253	253	216		228	226	223	216		221		284	276	272		264
Meadville	293	288	264		265	263	260	264		269		323	318	306		301
Meridian	247	243	257		211	210	207	225		230		278	274	260		255
Mineral Wells	240	240	203		211	211	211	198		204		272	272	263		263
Moorhead	253	253	221		228	226	223	220		225		284	276	272		264
Natchez	275	270	248		237	235	232	248		253		305	300	287		282
New Albany	240	240	203		211	211	211	200		205		272	272	263		263
New Augusta	266	261	251		228	226	223	239		244		296	291	276		270
Newton	263	263	228		228	226	223	228		233		296	291	272		267
Pascagoula	266	261	251		228	226	223	246		251		296	291	275		270
Pelahatchie	263	263	236		228	226	223	234		239		290	285	272		267
Picayune	275	270	254		237	235	232	246		251		305	300	287		282
Port Gibson	275	270	239		237	235	232	239		244		305	300	287		282
Prentiss	293	288	256		255	253	250	256		261		323	318	305		300
Prichard	240	240	207		211	211	211	202		207		272	272	263		263
Quitman	257	248	236		217	211	208	228		233		287	278	269		260
Reimers	263	263	231		228	226	223	231		236		290	285	272		267
Richton	266	261	241		228	226	223	237		242		296	291	275		270
Rolling Fork	266	266	228		236	234	231	228		233		296	291	281		276
Rosedale	253	253	217		228	226	223	216		221		284	276	272		264
Roxie	275	270	245		237	235	232	245		250		305	300	287		282
Ruleville	253	253	217		228	226	223	216		221		284	276	272		264
Sand Hill	268	263	231		228	226	223	231		236		290	285	272		267
Saratoga	266	261	239		228	226	223	239		244		296	291	275		270
Senatobia	240	240	207		211	211	211	202		208		272	272	263		263
Silver Creek	275	270	241		237	235	232	241		246		305	300	287		282
Sumrall	273	268	263		246	244	241	258		263		314	309	292		287
Swan Lake	253	253	213		228	226	223	212		218		284	276	272		264
Tunica	248	240	207		211	211	211	202		208		272	272	263		263
Tupelo	244	240	207		211	210	207	204		209		276	276	257		257
Tylertown	275	270	257		237	235	232	257		262		305	300	287		282
Union	263	268	228		228	226	223	228		233		290	285	272		267
Vicksburg:																
A.R.-R.W.R.	266	266	236		236	234	231	236		241		296	291	281		276
P.B.L. (Note B)																
P.B.L. (Note Ca)																
P.B.L. (Note E)	266		229					229		250						
P.B.L. (Note P)	249		226													
M.V.B.L. (Note C1)	247		224		234			224		229		270		252		
A.B.L. (Item 60)																
Manilla	275	270	239		237	235	232	239		244		305	300	287		282
Water Valley	240	240	207		211	211	211	206		211		272	272	263		263

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued.

and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellegton		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (Per Rates, see pages 340 to 404, inclusive of Tariff as amended).															
MISSISSIPPI - Conc.																
Aynesboro	257	248	239	. . .	217	211	208	234	. . .	239	. . .	287	278	269	260	
eat Point	244	240	216	. . .	211	210	207	216	. . .	221	. . .	276	271	257	253	
y Not	265	261	275	. . .	229	228	225	246	. . .	251	. . .	295	291	278	274	
ggins	266	261	248	. . .	229	226	223	243	. . .	248	. . .	296	291	275	270	
nona	253	253	230	. . .	229	226	223	219	. . .	224	. . .	284	276	272	264	
odville	275	270	259	. . .	237	235	232	259	. . .	264	. . .	305	300	287	282	
zoo City	263	263	228	. . .	228	226	225	228	. . .	233	. . .	290	285	272	267	
NORTH CAROLINA																
ranklin	213	206F	198	198	178	174K	171E	207	207	194	194	244	237F	224	217F	
SOUTH CAROLINA																
iken	199	186	184	180	161	151	148	184	181	180	175	232	219	213	200	
llendale	207	198	187	183	164	158G	155C	187	187	181	177	233	224	216	207	
derson	199	195K	184	184	161	157K	154E	184	184	180	180	231	227K	210	206K	
drews	193	186F	178	178	152	148K	145E	178	178	171	171	223	216F	206	199F	
rnwell	199	186	184	180	161	151	148	184	181	180	175	232	219	213	200	
tesburg	199	186	184	180	161	151	148	184	181	180	175	232	219	213	200	
lton	199	195K	184	184	161	157K	154E	184	184	180	180	231	227K	210	206K	
nnettsville	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
cksburg	185	181K	167	167	146	142K	139E	170	170	163	163	216	212K	196	194K	
ckville	199	186	184	180	161	151	148	184	181	180	175	232	219	213	200	
lenheim	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
B Buffalo	209	205K	183	183	169	165K	162E	195	196	187	187	240	236K	219	215K	
D Buffalo	193	189K	176	176	152	148K	145E	178	178	171	171	223	219K	203	199K	
lhoun Falls	199	195K	184	184	161	157K	154E	184	184	180	180	231	227K	210	206K	
mden	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
rlisle	193	189K	178	178	152	148K	145E	178	178	171	171	223	219K	203	199K	
tawba	188	181K	167	167	146	142K	139E	170	170	163	163	216	212K	196	194K	
rleston	193	186F	176	176	152	148K	145E	178	178	171	171	223	216F	206	199F	
raw	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
ester	185	181K	167	167	148	142K	139E	170	170	163	163	216	212K	198	194K	
esterfield	192	188K	177	177	156	152K	149E	180	180	173	173	226	222K	206	202K	
inton	193	189K	178	178	152	148K	145E	178	178	171	171	223	219K	203	199K	
io	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
lumbia	193	186F	176	176	154	148K	145E	178	178	171	171	223	216F	206	199F	
nway	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
osaw	207	198	187	183	164	158G	155C	187	187	181	177	233	224	216	207	
rdesville	193	186F	176	176	152	148K	145E	178	178	171	171	223	216F	206	199F	
rlington	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
mark	199	186	184	180	161	151	148	184	181	180	175	232	219	213	200	
llon	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
gefield	199	195K	184	184	161	157K	154E	184	184	180	180	231	227K	210	206K	
rtill	207	198	187	183	164	158G	155C	187	187	181	177	233	224	216	207	
irfax	207	198	187	183	164	158G	155C	187	187	181	177	233	224	216	207	
lorence	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
rt Lawn	185	181K	167	167	146	142K	139E	170	170	163	163	216	212K	198	194K	
orgetown	193	186F	178	178	152	148K	145E	178	178	171	171	223	216F	206	199F	
anitesville	199	186	184	180	161	151	148	184	181	180	175	232	219	213	200	
eat Falls	185	181K	167	167	146	142K	139E	170	170	163	163	216	212K	198	194K	
eenville	193	189K	176	176	152	148K	145E	178	178	171	171	223	219K	203	199K	
eenwood	199	195K	184	184	161	157K	154E	184	184	180	180	231	227K	210	206K	
& B. Jct	199	186	184	180	161	151	148	184	181	180	175	232	219	213	200	
rdeeville	207	198	187	183	164	158G	155C	187	187	181	177	233	224	216	207	
rtsville	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	192K	
lly Mill	193	186F	178	178	152	148K	145E	178	178	171	171	223	216F	206	199F	
ckson	207	198	187	183	164	158G	155C	187	187	181	177	233	224	216	207	

AR - All Rail.
RWR - Rail-water and Rail.

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SECTION 1-A - Continued.

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Bosto		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RW	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)															
SOUTH CAROLINA - Conc.																
Kingville	193	186F	176	176	152	148K	145E	178	178	171	171	223	216F	206	19	
Lake City	193	186F	176	176	152	148K	145E	178	178	171	171	223	216F	206	19	
Lancaster	185	181K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
Lando	185	181K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
Lanes	193	186F	176	176	152	148K	145E	178	178	171	171	223	216F	206	19	
Laurens	193	189K	176	176	152	148K	145E	178	178	171	171	223	219K	203	19	
McBee	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
McColl	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
McCormick	199	195K	184	184	161	157K	154E	184	184	180	180	231	227K	210	21	
Marion	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
Meggetts	199	186	184	180	161	151	148	184	181	180	176	232	219	213	21	
Mullins	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
Newberry	193	189K	176	176	152	148K	145E	178	178	171	171	223	219K	203	19	
North Augusta	207	198	187	183	164	156C	152C	187	187	181	177	233	224	216	21	
Orangeburg	193	186F	176	176	152	148K	145E	178	178	171	171	223	216F	206	19	
Pageland	194	190K	189	189	157	153K	150E	182	182	175	175	228	224K	208	21	
Perry	199	186	184	180	161	151	148	184	181	180	176	232	219	213	21	
324 Pittsburg	199	186	184	180	170	160	156	184	181	180	176	231	218	210	21	
325 Pittsburg	207	207	205	201	182	172	180	205	202	201	196	252	239	231	23	
Poston	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
Pregnall	193	186F	176	176	152	148K	145E	178	178	171	171	223	216F	206	19	
Richburg	203	199K	176	176	154	150K	146E	178	178	171	171	223	219K	206	21	
Rock Hill	185	181K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
Russellville	201	194F	184	184	160	156K	154E	186	186	179	179	231	224F	214	21	
Saluda	209	196	194	190	171	161	159	194	191	190	185	240	229	223	22	
Seneca	199	195K	184	184	161	157K	154E	184	184	180	180	231	227K	210	21	
Spartanburg	185	189K	176	176	152	148K	145E	178	178	171	171	223	219K	203	19	
Sumter	182	178K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
Tillman	209	205	187	183	164	156C	152C	187	187	181	177	233	224	216	21	
Union	193	189K	176	176	152	148K	145E	178	178	171	171	223	219K	203	19	
Walterboro	199	186	184	180	161	151	148	184	181	180	176	232	219	213	21	
Ware Shoals	199	195K	184	184	161	157K	154	184	184	180	180	231	227K	210	21	
Wilmington	193	189F	176	176	152	148K	145E	178	178	171	171	223	216F	206	19	
Yemassee	207	198	187	183	164	156C	152C	187	187	181	177	233	224	216	21	
York	185	181K	167	167	146	142K	139E	170	170	163	163	216	212K	196	19	
TENNESSEE																
Arlington	240	240	199		211	211	211	192		201		272	272	263	26	
Arnona	211	204F	174		178	174K	171E	168		170		240	233F	221	22	
Ashland City	226		186		206	206	206	172		189		260	260	253	26	
Athens	211	204F	161		178	174K	171E	172		177		240	233F	221	22	
Bella	252		193		207	207	207	179		194		287	287	249	26	
Brownsville	214		193		207	207	207	184		189		260	260	253	26	
Bruceton	227		186		196	196	196	177		187		257	257	249	26	
Carthage	226	226	196		201	201	201	191		197		257	257	249	26	
Carthage Jct	226	226	196		201	201	201	191		197		257	257	249	26	
Centreville	234	234	186		207	207	207	184		189		266	266	258	26	
Chattanooga	211	204F	189	189	178	174K	171E	180	180	185	185	240	233F	221	22	
Clarksville	213		173		193	193	193	167		178		247	247	240	24	
Cleveland	211	204F	186		178	174K	171E	176		181		240	233F	221	22	
Columbia	224	224	182		194	194	194	178		184		257	257	240	24	
Cookeville	227	227	201		204	204	204	194		200		260	260	250	25	
Copperhill	211	204F	189		178	174K	171E	180		186		240	233F	221	22	
Corcell	207	207	168		168	168	168	162		167		257	257	221	22	
Covington	237		199		213	213	213	185		194		264	264	258	26	
Crossville	214	214	190		176	176	176	184		189		240	240	238	23	
Dayton	211	204F	182		178	174K	171E	176		181		240	233F	221	22	

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued.

...and from Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RNR	AR	RNR	AR	RNR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).															
TENNESSEE - Con.																
...rome	214	224	190		194	194	194	187		192		257	257	240	240	
...kson			176		196	196	196	177		181		253	253	247	247	
...ville	214	224	188		194	194	194	188		194		257	257	240	240	
...ga	207		183		210	210	210	179		194		254	254	245	245	
...Jasper	207	207	170		168	168	168	165		170		237	237	221	221	
...n	217		176		196	196	196	174		179		250	250	244	244	
...ent	211	204F	161		176	174F	171E	172		177		240	233F	221	214F	
...ortsville	214	224	190		194	194	194	187		192		257	257	240	240	
...ga Mountain	217	207	176		168	168	168	168		173		237	237	221	221	
...k Ridge	205		168		162	162	162	162		167		231	231	210	210	
...ington	217	217	170		194	194	194	168		172		250	250	240	240	
...t. Mary	207	207	168		168	168	168	162		167		237	237	221	221	
...ast Jct.	207	207	168		164	164	164	162		167		237	237	221	221	
...ennesville	214	240	199		233	211	211	180		201		276	272	263	263	
	180	191K	156		167	174K	160E	151		152		227	223K	207	203K	
...ersburg	207	207	176		168	168	168	168		179		237	237	221	221	
...ertsville	217	217	179		194	194	194	169		175		250	250	240	240	
...ertsville	217	217	179		194	194	194	174		179		250	250	240	240	
...ngton	221		181		201	207	207	175		183		256	256	248	248	
...ngton	254	234	190		207	207	207	187		192		266	266	250	250	
...ester	230		189		203	203	203	177		194		257	257	249	249	
...ston	217		168		203	203	203	180		184		261	261	252	252	
...ton	207	207	165		168	168	168	168		163		237	237	221	221	
...wood	214		177		194	194	194	168		180		248	248	241	241	
...sville	180	191K	174		167	174K	174E	156		170		227	223K	207	203K	
...ville	207	207	168		168	168	168	162		167		237	237	221	221	
...ertsburg	207	207	172		168	168	168	167		172		237	237	221	221	
...ston	214	214	190		207	207	207	187		192		266	266	250	250	
...ris City	217	217	179		194	194	194	176		181		250	250	240	240	
	211	204F	177		176	174K	171E	168		173		240	233F	221	214F	
...ington	214	224	196		194	194	194	194		199		257	257	240	240	
...erty Hill	201		183		203	207	207	196		194		263	263	257	257	
...ville	180	191K	176		167	174K	160E	166		173		227	223K	207	203K	
...ville	207		165		199	199	199	174		187		253	253	244	244	
	214	224	194		194	194	194	181		196		257	257	240	240	
...ington	211	204F	184		176	174K	171E	172		177		240	233F	221	214F	
...ville	207	207	176		168	168	168	168		173		237	237	221	221	
...ville	211	204F	176		176	174K	171E	165		170		240	233F	221	214F	
...ville	214	224	190		211	211	211	194		214		272	272	263	263	
...ville	214	224	197		211			197	190		256		256	238		
...ville	214	224	186		211	211	211	194		201		264	264	245	245	
...ville	207	207	168		168	168	168	168		173		237	237	221	221	
...ville	211	204F	176		176	174K	171E	165		170		240	233F	221	214F	
...ville	214	224	190		211	211	211	194		214		272	272	263	263	
...ville	214	224	197		211			197	190		256		256	238		
...ville	214	224	186		211	211	211	194		201		264	264	245	245	
...ville	207	207	168		168	168	168	168		173		237	237	221	221	
...ville	211	204F	176		176	174K	171E	165		170		240	233F	221	214F	

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)															
TENNESSEE - Conc.																
Petros	207	207	178		168	168	168	172		177		237	237	221		
Pulaski	224	224	190		194	194	194	187		192		257	257	240		
Scottsboro	230		187		208	208	208	180		188		253	253	256		
Selmer	234	234	196		207	207	207	192		198		266	266	250		
Sevierville	215	211K	194		177	173K	170E	185		190		247	243K	227		
Shooks	211	207K	188		174	170K	167E	179		184		244	240K	223		
Somerville	240	240	196		211	211	211	192		201		272	272	283		
South Pittsburg	224	224	194		194	194	194	186		191		257	257	240		
Sparta	224	224	198		194	194	194	196		200		257	257	240		
Springfield	213		173		189	189	189	169		175		247	247	240		
Surgoinsville	185	185	156		145	145	145	147		152		230	230K	199		
Tiprell	195	191K	176		157	153K	150E	168		173		227	223K	207		
Tiptonville	228		193		210	210	210	182		198		256	256	246		
Tracy City	224	224	194		194	194	194	191		196		257	257	240		
Tullahoma	224	224	186		194	194	194	184		189		257	257	240		
Union City	211		178		197	197	197	178		183		239	239	230		
Watertown	224	224	190		200	200	200	186		192		256	256	247		
Waverly	224		184		200	200	200	194		189		257	257	250		
White Bluff	221		179		196	196	196	176		181		253	253	244		
Whiteville	240	240	196		211	211	211	189		198		272	272	263		
Wilder	218	218	201		179	179	179	194		199		248	248	232		

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued

Load From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below;	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 77 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
ALABAMA																
ron	219		221	221	247	247	204		219		212		213		215	214
xander City	213	213	216	216	224	220	199	199	213	213	207	207	207	207	198	191
iceville	221		224		247	247	210		221		221		216		216	214
oosa	201	201	204	204	234	230	186	186	201	201	195	195	195	195	205	199
aFusia	234	234	236	236	253	249R	219	219	234	234	228	226	228	228	214	208
liston	200	200	204	204	224	220	187	187	201	201	195	195	195	195	196	191
ore	239		243	243	257	257	225		239		234		234		221	216
ou La Batre	248		243	243	257	257	236		248		243		243		221	216
ainghas	207	207	210	210	234	230R	192	192	207	207	201	201	201	201	205	199R
pcton	210	210	213	213	234	230	196	196	210	210	207	207	204	204	203	199
esburg	207	207	210	210	234	230	194	194	207	207	204	204	201	201	205	199
z	198	198	201	201	234	230	185	185	198	198	195	195	192	192	203	199
ligee	221		225		247	247	207		221		216		216		215	214
d	243		246	246	265	265	229		243		240		237		233	232
antley	230	230	234	234	253	249R	217	217	230	230	225	225	225	225	214	208
ewton	237	237	236	236	253	249R	221	221	237	237	230	230	230	230	214	208
illiant	216		220		244	240	204		216		216		210		215	214
ownville	234		236		265	261	219		234		230		227		230	224
ni	219		221		244	240	204		219		216		213		215	214
rbank	257		264		278	278	247		257		248		251		242	236
lers	210	210	213	213	234	230R	196	196	210	210	207	207	204	204	205	199R
lvert	239		243	243	257	257	225		239	239	234	234	234		221	215
rdiff	207	207	210	210	234	230	194	194	207	207	204	204	201	201	205	199
rroliton	236		237		262	258	220		236		230		228		229	225
dar Bluff	201	201	204	204	224	220	184	184	201	201	192		195	195	195	191
ton	254		256	256	280	276	247		254		258		258		244	238
lma	210	210	213	213	234	230R	196	196	210	210	204	204	204	204	203	199R
rgas	199		202		234		187		199		199	199	194		211	211
ldersburg	210	210	213	213	234	230R	196	196	210	210	201	201	204	204	203	199R
ctaw City	248		265	263	277	277	231		248		243		239		241	235
nton	213	213	216	216	234	230R	196	196	213	213	210	210	207	207	203	199R
lte	210	210	213	213	234	230	196	196	210	210	207	207	204	204	203	199
nnell	246		248		265	265	230		246		239		239		235	232
lman	199	199	204	204	234	230	187	187	199	199	199	199	194	194	205	199
catur	195		198	198	224		181		195		195		189		198	198
apolis	228		230	230	247	247	213		228		219		221		215	214
than	237	237	236	236	240	230	218	218	237	237	221	221	230	230	205	199
lo	239	239	236	236	253	249R	223	223	239	239	241	241	234	234	214	208
terprise	237	237	236	236	253	249R	223	223	237	237	235	235	234	230	214	208
fauia	230	230	230	226	237	226	196	196	230	230	203	197	225	225	196	183
ette	216		221		244	240	204		216		213		210		215	214
rn Bank	217		220		244	240	206		219		216		212		215	214
mpton	237		243	243	257	257	221		237		230		225		221	215
rala	236	236	236	236	253	249R	223	223	236	236	231	231	234	234	214	208
rence	198		201		234		184		198		198		189		211	211
ley	248		243	243	257	257	231		248		243		239		231	225
anklin	221	221	225	225	240	230	207	207	221	221	211	211	216	216	205	199
sco City	207		243	243	257	257	221		247	247	230		230		221	215
deen	198	198	200	200	226	222	184	184	198	198	198	198	192	192	198	191
nery	210	210	213	213	234	230R	196	196	210	210	207	207	204	204	203	199R
ena	239	239	236	236	253	249R	223	223	239	239	231	231	234	234	214	208
eensboro	219		221	221	247	247	206		219		216		213		215	214
eenville	239	239	230	230	253	249R	213	213	239	239	231	231	221	221	215	209
rley	198		198		224		181		195		192		189		198	198
rmne Junction	210	210	213	213	234	230	196	196	210	210	207	207	204	204	203	199

AR - All Rail.
RNR - Rail-Water and Rail.

SUPPLEMENT NO. 10 - FREIGHT TARIFF NO. 44-I

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Curry		Cumberland		Erie		Evergreen	
	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)															
ALABAMA - Cont.																
Halawaka	219	219	234	226	237	228	196	193	219	219	203	197	215	215	196	
Haleyville	203		207		244	240	190		203		203		197		215	
Hardaway	235	225	225	228	240	230	210	210	225	225	216	216	219	219	203	
Hartford	239	239	238	238	253	249K	223	223	239	239	228	228	234	234	214	
Headland	237	237	253	236	240	230	215	215	237	237	221	221	230	230	208	
Heflin	204	204	207	207	224	220	190	190	204	204	198	198	198	198	196	
Huntsville	196		201		224		184		196		196		189		196	
Hurtsboro	225	225	228	228	240	230	210	210	225	225	211	211	219	219	203	
Jamestown	192	192	195	195	224	220	177	177	192	192	186	186	186	186	196	
Jasper	210	210	213	213	234	230	196	196	210	210	207	207	204	204	208	
Kimbrough	228		243	243	257	257	213		228		221		221		221	
La Fayette	219	219	221	221	224	220	204	204	219	219	206	206	213	213	196	
Lanett	219	215	230	226	237	237	196	193	215	215	203	197	215	215	175	
Lehigh	204	204	207	207	234	230	190	190	204	204	201	201	198	198	208	
Linden	228		243	243	257	257	213		228		221		221		221	
Luverne	228	228	230	230	253	249K	213	213	239	239	223	223	221	221	214	
Madrid	239	239	230	236	253	236	223	223	239	239	223	223	234	234	211	
Maplesville	216	216	219	219	234	230K	201	201	216	216	210	210	210	210	208	
Margaret	210	210	213	213	234	230K	196	196	210	210	207	207	204	204	208	
Marigold	228	228	234	234	256	251	216	216	228		228	228	221	221	224	
Marion Junction	221	221	225	225	234	230K	208	208	221	221	219	219	215	216	208	
Maylene	213	213	216	216	234	230K	198	198	213	213	210	210	207	207	208	
Mobile:																
A.R.R.R.	243		243	243	257	257	230		243		239		237		221	
F.B.L. (Note B)																
F.B.L. (Note Ca)	252		250				237		252		248		246			
F.B.L. (Note E)	247		254		262				247		248		241			
Monroeton	230		243	243	257	257	216		230		225		225		221	
Monroeville	224		243	243	257	257	219		234		230		228		221	
Montgomery	219	219	221	221	240	230	205	205	219	219	216	216	215	215	203	
Nadawah	228		243	243	257	257	213		228		221		221		221	
Opelika	219	219	230	226	237	236	196	193	219	219	208	197	215	215	196	
Opp	237	237	236	236	253	249K	221	221	237	237	239	229	230	230	214	
Ozark	234	234	236	236	240	230	215	215	234	234	221	221	228	228	208	
Panola	245		247	247	267	267	230		245		238		238		235	
Pell City	204	204	207	207	234	230K	190	190	204	204	201	201	198	198	208	
Phenix City	219	219	230	226	237	226	196	193	219	219	208	197	215	215	196	
Piedmont	201	201	204	204	224	220	186	186	201	201	192	192	195	195	196	
Prattville	228	228	230	230	240	230	213	213	228	228	214	214	221	221	208	
Red Bay	201		204		244	240	190		201		204		198		215	
Reform	219		221		244	240	204		219		216		213		215	
Riverview	216	216	230	226	237	226	196	193	216	216	208	197	215	215	196	
Roanoke	216	216	219	219	224	220	201	201	216	216	208	208	210	210	196	
Russon	236	236	236	236	253	249K	223	223	239	239	231	231	234	234	214	
Saturn	243		243	243	257	257	228		243		237		237		221	
Selma	219	219	221	221	234	230K	208	208	219	219	215	216	213	213	208	
Silas	250		248	248	262	262	241		250		253		249		247	
Sipsey	213	213	216	216	234	230	198	198	213	213	207	207	207	207	208	
Stevenson	188		191		224		175		188		186		182		196	
Sulligent	234		243	243	257	257	219		234		228		228		221	
Sylacauga	210	210	213	213	234	220	196	196	210	210	204	204	204	204	196	
Talladega	207	207	210	210	234	220	192	192	207	207	198	198	201	201	196	
Tallassee	234	234	243	243	257	247	228	228	239	239	228	228	234	234	214	
Troy	228	228	230	230	240	230	213	213	228	228	220	220	221	221	208	
Tuscaloosa	213	213	216	216	234	230	199	199	213	213	210	210	207	207	208	
Tuskegee	230	230	243	243	266	266	228	228	239	239	236	236	234	234	219	
Union Springs	207	207	221	226	240	230	211	211	214	214	213	213	219	219	208	

AR - All Rail.
RMR - Rail, Water and Rail.

to page 300 of Tariff:

SECTION 1-A - Continued

And From Stations shown on pages 96 to 173), inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Brancaton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
ALABAMA																
(2) - Conc.																
Bay Head	186	186	191	191	224	220	175	175	188	188	186	186	182	182	196	191
Bear Bend	243		243	243	257	257	228		243		257		257		221	215
Belor	207	207	210	210	234	230	194	194	207	207	207	207	201	201	203	199
Berryville	204	204	207	207	234	230K	190	190	204	204	198	198	198	198	203	199R
Bonifield	218		219		244	240	202		216		213		210		215	214
Brierley	247		249		265	265	234		247		246		246		255	232
Brownsville	210	210	213	213	234	230	195	195	210	210	207	207	204	204	203	199
Bruno	228		228	228	247	247	210		225		219		219		218	214
ARKANSAS																
Arena:																
A.R.-R.&R.	208		210		253		194		206		210		200		257	255
A.R. (Note E)	214		217				212		214				208			
A.R. (Note D)	199		200						197				191			
A.R. (Item 40)																
FLORIDA																
Acron	238	238	240	242	244	234	227	224	238	238	210	208	257	257	206	195
Alma	246	246	237	237	253	240K	223	223	248	246	241	231	239	239	214	206
Anchicola	237	237	248	245	244	234	227	224	237	237	215	209	251	251	206	195
Arcadia	269	269	264	281	275	257	263	262	289	289	250	246	289	289	244	233
Bear Park	285	285	275	272	266	257	254	253	285	285	241	237	285	285	253	224
Bellamy Park	239		245	243	257	257	235		259		234		254		221	215
Blow	281	281	275	272	266	257	254	253	281	281	241	237	281	281	236	224
Bolter	239	239	241	223	234	241	218	202	243	243	198	187	24	243	188	174
Bonifay	264	264	248	245	244	234	227	224	266	266	215	209	266	266	206	195
Bradley-Chosen	301	301	284	281	275	267	263	262	301	301	250	246	301	301	242	233
Bunnstown	248	248	240	240	253	249K	222	223	248	248	230	230	243	243	214	206
Bunnton	278	278	275	272	266	257	254	253	285	285	241	237	285	285	258	249
Bushnell	256	256	248	245	244	234	227	224	256	256	215	209	253	253	206	195
Callahan	285	285	275	272	266	257	254	253	285	285	241	237	285	285	253	224
Campbellville	274	274	266	262	257	248	245	243	274	274	233	228	274	274	224	214
Carver Hill	301	301	293	292	283	276F	270	270	301	301	258	246	301	301	250	243F
Carver Hill	259	259	256	256	253	238	222	223	259	259	223	223	234	234	211	196
Century	270	270	266	262	257	248	245	243	274	274	233	228	274	274	224	214
Chattahoochee	257		244	243	257	257	221		257		250		250		233	215
Chipley	248	248	258	256	247	236	215	212	248	248	210	204	245	245	203	191
Clarksville	278	278	286	282	257	248	246	243	281	281	253	228	281	281	224	214
Clearwater	285	285	275	272	266	257	254	253	285	285	241	237	281	281	232	224
Clifton	301	301	284	281	275	267	263	262	301	301	250	246	301	301	242	233
Clyattville	247	247	258	256	253	238	222	223	243	243	223	223	237	237	211	199
Cottondale	243	243	237	237	253	240K	223	223	243	243	236	236	227	227	214	206
Cowarts	278	278	286	282	257	248	246	243	281	281	253	228	281	281	224	214
Crestview	285	285	275	272	266	257	254	253	285	285	241	237	281	281	232	224
Crystal Beach	301	301	284	281	275	267	263	262	301	301	250	246	301	301	242	233
Cypress	247	243	258	256	253	238	222	223	243	243	223	223	237	237	211	199
Daffin	243	243	237	237	253	240K	223	223	243	243	236	236	227	227	214	206
Dane City	266	266	248	243	244	234	227	224	266	266	215	209	259	259	206	195
Daphne Beach	266	266	257	252	248	238	234	229	269	269	224	219	269	269	215	206
Daphne Heights	249	249	240	240	253	240K	222	223	248	248	226	226	243	243	214	206
Davis Park	256	256	248	243	244	234	227	224	256	256	218	209	249	249	206	195
Dawkins	278	278	286	282	257	248	245	243	278	278	233	228	277	277	224	214
Dean	246	246	258	279	247	236	215	212	246	246	210	204	239	239	203	191
Deerlake	266	266	257	256	248	238	236	234	256	286	224	219	266	266	215	215
Defuniak	308	308	293	292	283	276F	270	270	308	308	258	246	308	308	250	243F
Demorest	263	263	248	243	244	234	227	224	266	266	215	209	266	266	206	195
Dennis	299	299	288	286	279	266	263	262	296	296	255	251	296	296	246	237
Dixie	277	277	271	271	254	271	209	209	289	289	196	187	289	289	188	174
Dorcas	308	308	293	292	283	276F	270	270	308	308	258	246	308	308	250	243F
Dorcas	296	296	286	282	279	257	254	253	296	296	258	246	296	293	250	243F
Dorcas	296	296	286	282	279	257	254	253	296	296	258	246	296	293	250	243F
Dorcas	296	296	286	282	279	257	254	253	296	296	258	246	296	293	250	243F

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Brewster		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Everp	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404, inclusive of Tariff as amended															
FLORIDA - Cont.																
Graceville	243	243	237	257	253	248K	223	223	243	243	236	236	237	237	214	
Green Cove Springs	254	254	240	235	253	242	218	215	254	254	199	193	249	249	200	
Greenville	246	246	238	222	240	227	213	207	246	246	205	194	239	239	197	
Greenwood	263	263	259	259	263	253	238	238	263	263	245	245	256	256	227	
Haines City	281	281	266	262	257	248	245	243	283	283	233	228	283	283	224	
Hastings	258	258	248	243	244	234	227	224	261	261	215	209	261	261	206	
Hawthorne	258	258	248	243	244	234	227	224	261	261	215	209	261	261	206	
High Springs	258	258	248	243	244	234	227	224	258	258	215	209	257	257	206	
Hilliard	237	237	231	223	234	221	208	202	239	239	196	187	239	239	188	
Homestead	315	315	301	300	291	285D	279	279	315	315	267	265	315	315	259	
Hosford	248	248	248	243	244	234	227	224	248	248	215	209	243	243	206	
Jacksonville	239	239	231	223	234	221	208	202	243	243	196	187	243	243	188	
Jamieson	243	243	238	235	247	236	215	212	243	243	210	204	237	237	206	
Jasper	243	243	231	223	234	221	208	202	243	243	196	187	239	239	188	
Jupiter	296	296	284	281	276	267	263	262	298	298	250	246	298	298	242	
Kenansville	279	279	276	272	266	257	254	253	286	286	241	237	286	286	233	
Kissimmee	278	278	266	262	257	248	245	243	281	281	233	228	281	281	224	
Lake Butler	256	255	240	235	237	226	218	215	255	255	199	193	253	253	200	
Lake City	246	246	231	225	234	221	208	202	246	246	196	187	243	243	188	
Lakeland	281	281	275	272	266	257	254	253	281	281	241	237	278	278	233	
Lake Wales	281	281	275	272	266	257	254	253	283	283	241	237	283	283	233	
Lawtey	254	254	240	235	237	226	218	215	256	256	199	193	256	256	200	
Leesburg	269	269	257	253	244	234	236	234	270	270	234	219	270	270	215	
Live Oak	246	246	238	222	240	227	213	207	246	246	205	194	243	243	197	
Madison	246	246	238	222	240	227	213	207	246	246	205	194	239	239	197	
Marianna	243	243	236	236	253	235	223	223	243	243	223	223	237	237	211	
Mayo	259	259	248	243	244	234	227	224	259	259	215	209	254	254	206	
Maytown	275	275	257	253	248	238	236	234	277	277	224	219	277	277	215	
Melbourne	285	285	266	262	257	248	245	243	285	285	233	228	285	285	234	
Miami	311	311	293	292	283	276F	270	270	311	311	258	256	311	311	250	
Milton	246	246	237	237	253	248K	223	223	246	246	236	236	238	238	214	
Naples	301	301	293	292	283	276F	270	270	301	301	258	256	301	301	250	
Newberry	263	263	248	243	244	234	227	224	263	263	215	209	257	257	206	
Ocala	264	264	257	253	248	238	236	234	266	266	224	219	266	266	215	
Okeechobee	293	293	284	281	275	267	263	262	293	293	250	246	293	293	242	
Opal	293	293	284	281	275	267	263	262	293	293	250	246	293	293	242	
Orlando	277	277	268	262	257	249	245	243	278	278	233	228	278	278	224	
Otter Creek	269	269	257	253	244	234	236	234	269	269	224	219	264	264	215	
Palatka	258	258	248	243	244	234	227	224	261	261	215	209	261	261	206	
Palmdale	293	293	284	281	275	267	263	262	293	293	250	246	293	293	242	
Panama City	248	248	240	240	253	240K	223	223	248	248	235	235	243	243	214	
Pensacola	243	243	243	243	257	257	229	229	243	243	239	239	237	237	221	
Perry	257	257	248	243	244	234	227	224	257	257	215	209	250	250	208	
Pierson	264	264	257	253	248	238	236	234	264	264	224	219	266	266	215	
(CSD) Pinetta	243	243	238	228	240	227	213	207	243	243	203	194	236	236	197	
(CSD) Pinetta	260	260	259	243	258	245	234	228	260	260	224	215	254	254	218	
Plant City	278	278	265	262	268	257	254	253	278	278	241	237	278	278	233	
Port St. Joe	257	257	250	245	253	240K	227	224	257	257	236	230	251	251	214	
Potatoville	259	259	248	243	253	243	227	224	266	266	215	209	266	266	208	
Quincy	248	248	238	228	247	236	215	212	248	248	210	204	243	243	208	
St. Augustine	254	254	248	243	244	234	227	224	254	254	215	209	249	249	208	
St. Catherine	270	270	268	262	257	248	245	243	274	274	233	228	274	274	224	
St. Petersburg	286	286	276	272	268	257	254	253	288	288	241	237	285	285	233	
Sanderson	243	243	231	223	234	221	208	202	246	246	196	187	246	246	198	
Sanford	270	270	257	253	248	238	236	234	276	276	224	219	276	276	215	

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued

Rates From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
FLORIDA - Conc.																
asota	289	289	284	281	275	287	263	262	289	289	250	246	289	289	242	253
dy Grove	253	253	248	243	244	254	227	224	253	253	215	209	247	247	206	195
h Boca Grande	296	296	293	292	283	276F	270	270	296	296	258	256	296	296	250	243F
th Jacksonville	246	246	240	235	237	226	218	215	248	248	199	193	248	248	200	189
lahassee	248	248	238	238	247	236	215	212	248	248	210	204	243	24[illegible]	203	191
pa	281	281	275	272	266	257	254	253	281	281	241	237	281	281	233	224
usville	277	277	266	262	257	248	245	243	278	278	233	228	278	278	224	214
ulla	256	256	248	243	244	234	227	224	256	256	215	209	249	249	206	196
t Palm Beach	301	301	293	292	283	276F	270	270	301	301	258	256	301	301	250	243F
liston	263	263	257	253	248	238	236	234	263	263	224	219	263	263	215	206
ter Garden	277	277	266	262	257	248	245	243	278	278	233	228	278	276	224	214
ter Haven	281	281	275	275	266	257	254	253	281	281	241	237	281	281	233	224
ngstown	246	246	240	240	253	249K	223	223	246	246	231	254	239	239	214	206
on	246	246	240	335	237	226	218	215	248	248	199	193	248	248	200	189
GEORGIA																
eville	230	230	231	223	234	221	208	202	230	230	196	187	225	225	188	174
any	230	230	230	226	237	226	196	193	230	230	203	197	225	225	195	183
ricus	234	234	231	221	227	214	204	202	234	234	194	184	234	234	183	169
lington	228	228	230	226	237	226	196	193	228	228	203	197	221	221	195	183
	237	237	230	226	237	226	196	193	237	237	203	197	230	230	196	183
ens	213	213	216	216	221	216H	189	189	213	213	189	189	210	210	180	176K
anta	206	206	216	216	221	216H	186	186	206	206	189	189	206	206	180	176K
usta	210	210	217	213	210	202	187	187	213	213	176	172	213	213	166	162G
nbridge	246	246	230	226	237	226	196	193	246	246	203	197	239	239	196	183
ley	234	234	231	221	227	214	204	202	234	234	194	184	229	229	183	169
e Ridge	192	192	195	195	213	213	175	175	192	192	184	184	186	186	182	176K
aire	221	221	231	223	234	221	208	208	221	221	196	187	216	216	188	174
don	204	204	207	207	217	213K	189	189	204	204	189	189	198	198	182	176K
en	204	204	207	207	217	213K	186	186	204	204	189	189	198	198	182	176K
) Bridgeboro	234	234	230	226	234	223	196	193	234	234	203	197	227	227	196	183
) Bridgeboro	251	251	251	247	258	244	217	214	251	251	224	218	245	245		
nswick	230	230	231	221	227	214	204	202	234	234	194	184	234	234	183	169
na Vista	225	225	230	226	237	226	196	193	225	225	203	197	219	219	196	183
rd	210	210	216	216	221	216H	192	192	210	210	189	189	206	206	180	176K
k	216	216	216	216	251	216H	192	192	216	216	189	189	216	216	180	176K
tton	213	213	216	216	221	216H	192	192	213	213	189	189	207	207	180	176K
ton	201	201	204	204	217	213K	184	184	210	210	189	189	195	195	182	176K
rolton	204	204	207	207	217	213K	189	189	204	204	189	189	198	198	182	176K
terville	198	198	201	201	217	213K	180	180	198	198	186	186	192	192	182	176K
e'Spring	198	198	201	201	217	213K	184	184	198	198	189	189	192	192	182	176K
artown	198	198	201	201	217	213K	184	184	198	198	189	189	192	192	182	176K
chat	185	185	187	187	211	204F	170	170	185	185	180	180	178	178	182	176K
tsworth	192	192	195	195	217	213K	175	175	192	192	180	180	186	186	182	176K
rton	225	225	224	214	217	201	194	194	228	228	184	176	228	228	191	178
) Clyattville	243	243	238	222	240	227	213	207	243	243	203	194	236	236	197	183
) Clyattville	260	260	259	243	261	248	234	228	260	260	224	215	254	254	218	204
o	213	213	217	213	210	202	187	187	216	216	176	172	216	216	169	162G
mbus	219	219	230	226	237	226	198	193	219	219	203	197	215	215	196	183
erce	213	213	216	216	221	216H	192	192	213	213	189	189	213	213	180	176K
dale	228	228	231	223	234	221	208	202	228	228	196	187	221	221	188	174
nelia	210	210	216	216	221	216H	186	186	210	210	189	189	207	207	180	176K
ington	210	210	216	216	221	216H	192	192	210	210	189	189	206	206	180	176K
neta	221	221	230	226	237	226	198	193	221	221	203	197	216	216	196	183
bert	234	234	230	226	237	226	196	193	234	234	203	197	226	226	196	183
ton	188	188	191	191	217	213K	175	175	188	188	180	180	182	182	182	176K

AR - All Rail.
RWR - Rail-Water and Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 4421.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Everym	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	W
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)															
GEORGIA - Con.																
Dames Ferry	216	216	216	216	221	216H	196	196	216	216	189	189	210	210	180	
Dawson	230	230	230	226	237	226	196	193	230	230	203	197	225	225	195	
Douglas	227	227	231	223	234	221	206	202	227	227	196	187	237	237	186	
Dublin	226	226	226	218	221	212	194	194	226	226	184	181	219	219	181	
Durant	215	215	230	226	237	226	196	193	215	215	203	197	215	215	195	
Durham	188	188	191	191	224	220	175	175	186	186	184	184	182	182	196	
Egypt	226	226	217	213	210	202	187	187	226	226	176	172	225	225	168	
Elberton	206	206	216	216	221	216H	182	182	209	209	189	189	209	209	186	
Empire	226	226	231	223	234	221	206	202	226	226	196	187	219	219	186	
Fitzgerald	234	234	231	223	234	221	206	202	234	234	196	187	228	228	186	
Folkston	237	237	231	223	234	221	206	202	239	239	196	187	239	239	186	
Fort Gaines	230	230	230	226	237	226	196	193	237	237	203	197	230	230	195	
Fort Valley	219	219	216	216	221	216H	196	196	219	219	189	189	213	213	180	
Gainesville	216	216	216	216	221	216H	189	189	213	213	189	189	207	207	180	
204 Garfield	224	224	234	218	221	212	194	194	224	224	184	180	226	226	176	
205 Garfield	244	244	245	239	243	234	215	215	247	247	206	201	247	247	197	
206 Gracewood	218	218	224	218	221	212	194	194	206	206	184	180	206	206	177	
207 Gracewood	226	226	240	239	246	234	215	215	247	247	206	201	227	227	198	
Griffin	210	210	216	216	221	216H	192	192	210	210	189	189	207	207	180	
Hartwell	213	213	216	216	221	216H	189	189	213	213	189	189	210	210	180	
Hiylow	239	239	231	223	234	221	206	202	239	239	196	187	237	237	186	
Hazlehurst	234	234	231	223	234	221	206	202	234	234	196	187	228	228	186	
Helena	228	228	231	223	234	221	206	202	228	228	196	187	221	221	186	
Hooker	185	185	187	187	211		170	170	185	185	180	180	178	178	182	
Hoschton	213	213	216	216	221	216H	196	196	213	213	189	189	207	207	180	
Jefferson	216	216	216	216	221	216H	192	192	216	216	189	189	210	210	180	
Jeffersonville	221	221	216	216	221	216H	198	198	221	221	189	189	216	216	180	
Jesup	228	228	231	231	227	214	204	202	230	230	194	184			183	
Junction City	219	219	230	226	237	226	196	193	219	219	203	197	215	215	195	
208 Keysville	211	211	224	218	221	212	194	194	214	214	184	180	214	214	177	
209 Keysville	232	232	245	239	243	234	215	215	235	235	206	201	235	235	198	
Kildare	221	221	217	213	210	202	187	187	225	225	176	172	225	225	168	
La Grange	219	219	230	226	237	226	196	193	219	219	203	197	216	216	195	
Lakeland	243	243	248	240	221	238	225	219	243	243	213	204	237	237		
Lavonia	210	210	216	216	221	216H	186	186	210	210	189	189	210	210	180	
Lawrenceville	210	210	216	216	221	216H	192	192	210	210	189	189	206	206	180	
Louisville	221	221	224	218	221	212	194	194	225	225	184	180	225	225	177	
McDonough	210	210	216	216	221	216H	192	192	210	210	189	189	206	206	180	
Machen	216	216	216	216	221	216H	196	196	216	216	189	189	210	210	180	
Macon	219	219	216	216	221	216H	198	198	219	219	189	189	213	213	180	
Madison	216	216	216	216	221	216H	192	192	216	216	189	189	210	210	180	
Menlo	192	192	196	196	224	220	177	177	192	192	186	186	196	186	196	
Midville	221	221	224	218	221	212	194	194	221	221	184	180	221	221	173	
Milledgeville	219	219	216	216	221	216H	198		219	219	189	189	213	213	180	
Millen	219	219	217	213	210	202	187		219	219	176	172	219	219	168	
Milstead	210	210	216	216	221	216H	189	189	210	210	189	189	206	206	180	
Montezuma	221	221	230	226	237	226	196	193	221	221	203	197	216	216	195	
Moultrie	227	227	231	226	237	226	196	193	227	227	203	197	230	230	195	
210 Nashville	242	242	231	223	234	221	206	202	240	240	196	187	234	234	186	
211 Nashville	260	260	252	244	252	245	229	223	258	258	217	217	251	251	209	
Newman	227	227	216	216	221	216H	192	192	227	227	189	189	206	206	180	
Oakfield	230	230	230	226	237	226	196	193	230	230	203	197	225	225	195	
Offerman	230	230	231	223	227	214	204	202	234	234	194	184	234	234	183	
212 Pavo	253	253	250	226	237	226	196	193	247	247	203	197	234	234	195	
213 Pavo	274	274	251	247	256	247	217	214	256	256	224	218	251	251	216	

AR - All Rail.
RWR - Rail-water and Rail.

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SECTION 1-A - Continued

and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Brancnton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
GEORGIA - Conc.																
Ham	237	237	230	226	237	226	196	193	237	237	203	197	230	230	195	183
man	239	239	231	225	234	221	208	202	239	239	196	187	234	234	186	174
Relee	239	239	231	225	234	221	208	202	239	239	196	187	234	234	186	174
Relee	260	260	252	244	255	242	229	223	260	260	217	206	257	257	209	195
boro	225	225	224	214	221	205	194	194	238	238	184	176	228	228	191	178
land	225	225	230	226	237	226	196	193	225	225	203	197	219	219	195	183
mart	198	198	201	201	217	213X	184	184	198	198	183	180	192	192	182	178X
	195	195	198	198	217	213X	180	180	195	195	166	166	189	189	182	178X
George	239	239	231	223	234	221	208	202	243	243	196	187	243	243	186	174
Marys	239	239	249	241	252	239	226	220	260	260	214	206	260	260	206	191
Sale City	237	237	230	226	237	226	196	193	237	237	203	197	230	230	195	183
Sale City	258	258	251	247	255	244	217	214	258	258	224	218	251	251	216	3.4
dersville	228	228	274	218	226	212	194	194	228	228	184	180	221	221	177	1710
dia	216	216	217	213	210	202	187	187	219	219	176	172	219	219	168	1620
annah	219	219	217	213	210	202	187	187	221	221	176	172	221	221	168	1620
ia	210	210	216	216	221	216H	192	192	210	210	189	189	206	206	180	176X
erton	228	228	224	218	221	212	194	194	228	228	184	180	221	221	177	1710
Resboro	221	221	224	214	221	206	194	194	226	226	184	176	225	225	191	178
Swainsboro	221	221	224	218	221	212	194	194	226	226	184	180	227	227	177	1710
Swainsboro	249	249	245	239	245	234	218	218	248	248	206	201	245	245	198	1920
lulah Falls	213	213	219	219	217	213X	189	189	213	213	189	189	210	210	182	176X
ille	228	228	224	218	221	212	194	194	228	228	184	180	219	219	177	1710
naston	216	216	216	216	221	216H	198	198	216	216	189	189	210	210	180	176X
nsville	239	239	230	226	237	226	196	193	239	239	203	197	234	234	195	183
Ticknor	237	237	230	226	237	226	196	193	240	240	203	197	230	230	196	183
Ticknor	255	255	251	247	258	247	217	214	258	258	224	218	248	248	216	204
ton	234	234	231	223	234	221	208	202	234	234	196	187	234	234	186	174
mboro	221	221	224	218	221	212	194	194	221	221	184	180	216	216	177	1710
ka Jct	213	213	216	216	221	216H	198	198	213	213	189	189	207	207	180	176X
nton	185	185	187	187	224	220	170	170	184	184	184	184	178	178	196	191
on	188	188	191	191	217	213X	175	175	188	188	186	186	182	182	182	176X
on Point	219	219	216	216	221	216H	198	198	219	219	189	189	213	213	180	176X
Uvalda	234	234	224	218	221	212	194	194	234	234	184	180	227	227	177	1710
Uvalda	251	251	241	239	244	234	218	218	251	251	206	201	248	248	198	1920
dosta	239	239	231	225	234	221	208	202	239	239	196	187	234	234	186	174
gun	210	210	216	216	221	216H	192	192	210	210	189	189	204	204	180	176X
lia	230	230	224	218	221	212	194	194	230	230	184	180	228	228	177	1710
hington	221	221	216	216	221	216H	198	198	221	221	189	189	219	219	180	176X
rcross	234	234	231	221	227	214	204	202	237	237	194	184	237	237	183	180
mesboro	216	216	217	213	210	202	187	187	216	216	176	172	216	216	168	1620
ddine	230	230	231	225	234	221	208	202	234	234	196	187	234	234	186	174
dbury	215	215	230	226	237	226	196	193	215	215	203	197	215	215	186	183
dcliff	237	237	238	234	231	223	208	208	237	237	197	193	236	236	189	1830
ghtsville	230	230	234	227	231	222	204	204	230	230	194	190	229	229	187	1810
LOUISIANA																
ite	248		250		276	273	237		248		250		243		241	230
ton Rouge:																
A.R.-R.W.R	254		257		276	273	243		254		257		248		241	230
F.B.L. (Note B)																
F.B.L. (Note C)							237									
F.B.L. (Note E)	248		248		265		233		248		248		239		247	
F.B.L. (Note F)	241		244		249				241				235			
M.V.B.L. (Note C1)	240		243						240				234			
A.B.L. (Item 90)																
nnise	248		250		276	273	237		248		248		243		241	230
ithmaite	257		256		276	273	243		257		251		251		241	230
inton	250		254		276	273	239		250		254		248		241	230

AR - All Rail.
RWR - Rail-water and Rail.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Everyn	
	All	RWR	All	RWR	All	RWR	All	RWR	All	RWR	All	RWR	All	RWR	All	R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.															
LOUISIANA - Conc.																
Franklinton	250		254		275	273	239		250		254		246		241	
Hammond	250		254		276	273	239		250		251		245		241	
Mandeville	254		257		276	275	239		254		248		248		241	
New Orleans:																
A.R.-R.W.R	257		259		275	273	243		257		251		251		241	
F.B.L. (Note B)																
F.B.L. (Note Ca)	252						237		252		248		246			
F.B.L. (Note E)	247		250		253		233		247				241			
F.B.L. (Note P)	244		247		249				244				238			
M.V.B.L. (Note C1)	243		246						243				236			
A.B.L. (Item 90)																
Reserve	259		259		276	273	246		259		255		255		241	
St. Francisville	254		257		276	273	243		254		257		248		241	
Slidell	254		250		276	273	237		254		248		248		241	
Wilson	248		250		276	273	237		248		250		243		241	
MISSISSIPPI																
Aberdeen	209		213		244	240	198		209		212		204		215	
Ackerman	217		220		263	263	206		217		219		212		232	
Amory	209		212		244	240	198		209		212		204		215	
Batesville	205		210		240		192		205		207		199		215	
Beaumont	241		240		286	281	229		241		250		237		252	
Belmont	199		207		244	240	188		199		205		194		215	
Belmont	221		224		263	263	410		221		224		216		232	
Brookhaven	230		241		276	273	228		230		239		234		241	
Bruce	231		232		274		220		231		235		226		241	
Calhoun City	209		213		253		198		209		212		204		232	
Canton	225		228		268	268	214		225		228		220		232	
Centreville	248		250		276	273	237		248		250		243		241	
Charleston	217		221		253		206		217		220		212		232	
Clarksdale	209		213		253		198		209		212		204		232	
Cleveland	213		217		253		202		213		216		208		232	
Columbia	241		245		276	273	230		241		248		238		241	
Columbus	213		217		244	240	202		213		216		208		215	
Corinth	195		199		234		180		195		196		189		211	
Crystal Springs	233		236		276	273	221		233		236		232		241	
DeKalb	231		235		256	256	220		231		235		227		232	
Dundee	205		210		253		194		205		210		200		227	
Durant	221		224		263	268	210		221		224		216		232	
Edinburg	233		236		263	268	221		233		236		228		232	
Electric Mills	230		236		247	247	214		230		237		219		215	
Falkner	199		199		240		179		199		196		186		215	
Fenwick	263		266		288	291	251		263		266		257		249	
Fernwood	241		245		276	273	230		241		245		237		241	
Fulton	216		219		259	256	205		216		219		210		230	
Gatesville	227		230		275	276	221		233		236		230		241	
Greenville	221		224		253		210		221		224		216		232	
Greenwood	217		220		253		206		217		220		212		232	
Grenada	209		213		253		198		209		212		204		232	
Gulfport	250		249		288	281	237		250		248		248		232	
Gwin	221		224		263	263	210		221		224		216		232	
Hattiesburg	239		240		288	281	229		239		237		234		232	
Hernando	236		239		276	273	225		236		239		230		241	
Holly Bluff	225		228		268	268	214		225		228		220		240	
Holly Springs	196		200		240		188		196		199		190		215	
Horn Lake	194		205		240		182		196		199		189		215	
Houston	208		210		254		194		208		208		200		232	

All - All Rail.
RWR - Rail-Water and Rail.

to page 300 of Tariff)

SECTION 1-A - Continued

...ad Prop Stations ...own on pages 96 ...173, inclusive ...f Tariff as ...mended, taking ...te Basis shown ...ion:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.															
MISSISSIPPI (Con.																
ley	269		270		287	282	255		269		264		254		253	251
	197		200		234		186		197		199		192		211	211
...eon	229		231		263	263	218		229		231		224		232	230
...to	245		248		275	270	234		245		248		239		241	239
...ne	245		248		275	270	234		245		246		239		240	239
...el	256		260		286	281	221		256		254		250		252	250
...esville	257		264		278	278	247		257		258		251		242	236
...n	229		231		263	263	218		229		231		224		232	230
...ieville	221		224		263	263	210		221		221		216		232	230
...dale	257		260		286	281	223		257		257		250		252	250
...erton	245		249		286	281	230		245		239		239		232	230
...on	221		224		247	247	210		221		221		216		215	214
...e	205		210		253		194		205		210		200		232	230
...leton	213		216		253		202		213		216		208		232	230
...ville	262		264		298	291	251		262		264		257		269	267
...idian	226		230		247	247	214		226		225		221		215	214
...ral Wells	196		200		240		185		196		199		190		215	215
...rshead	217		221		253		206		217		220		212		232	230
...ches	245		248		276	276	234		245		248		239		241	239
...Albany	197		205		240		186		197		200		193		215	215
...Augusta	241		249		286	281	229		241		239		237		232	230
...ton	225		229		263	263	214		225		229		220		232	230
...agoula	251		249		286	281	237		251		246		246		232	230
...hatchie	253		256		293	263	221		253		254		228		232	230
...ayne	250		254		275	273	237		250		248		248		241	239
...Gibson	236		239		275	273	226		236		239		230		241	239
...tiss	254		256		298	291	243		254		256		248		259	257
...hard	199		207		240		188		199		203		194		215	215
...man	230		243		257	257	217		230		228		226		221	215
...ers	225		231		263	263	218		229		231		224		242	230
...ton	239		249		286	281	226		239		237		234		232	230
...ling Fork	225		229		286	286	214		225		228		220		240	238
...dale	213		247		253		202		213		216		208		232	230
...le	241		245		275	273	230		241		245		237		241	239
...ville	215		217		253		202		213		216		208		232	230
...d Hill	226		251		263	263	218		229		231		224		232	230
...ntosa	236		249		286	281	225		236		239		230		232	230
...atchie	199		207		240		186		199		203		196		215	215
...er Creek	239		241		275	273	228		239		241		234		241	239
...all	260		267		276	270	247		260		258		255		250	248
...Lake	209		213		253		198		210		213		204		232	230
...ica	199		207		240		189		199		205		196		215	215
...lo	201		207		244	240	190		201		204		196		215	214
...rtown	254		257		276	273	243		254		257		248		241	239
...on	225		228		263	263	214		225		228		220		232	230
...sburg:																
...R.-B.W.B	236		236		286	286	221		236		236		229		240	238
...B.L. (Note B)											243					
...B.L. (Note Ca)	241						218						235			
...B.L. (Note I)	226		229		298		229		226		229		220			
...B.L. (Note P)	225		228		263		210		225				217			
...V.B.L. (Note C1)	221		224		247		208		221		224		213		228	
...B.L. (Item 90)																
...ille	236		239		275	273	235		236		239		230		241	239
...r Valley	205		207		240		192		205		201		198		215	215

R - All Rail.
RWR - Rail-Water and Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-J.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Brewster		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Everyn	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended															
MISSISSIPPI - Conc.																
Waynesboro	236		243		257	248	221		236		234		230		221	
West Point	213		216		244	240	202		213		216		208		215	
Why Not	247		246		266	265	234		247		246		243		234	
Wiggins	246		249		266	261	231		246		243		239		232	
Winona	217		220		253		206		217		219		212		233	
Woodville	257		259		275	273	246		257		259		251		241	
Yazoo City	225		228		263	263	214		225		228		220		232	
NORTH CAROLINA																
Franklin	219	219	226	226	221	221	196	196	219	219	189	189	217	217	182	
SOUTH CAROLINA																
Aiken	203	203	210	207	207	197	184	181	207	207	175	170	207	207	168	
Allendale	210	210	217	213	210	202	187	187	216	216	176	172	216	216	168	
Anderson	201	201	207	207	203	199K	184	184	201	201	175	175	201	201	165	
Andrews	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	
Barnwell	203	203	210	207	207	197	184	181	207	207	175	170	207	207	168	
Batesburg	201	201	210	207	207	197	184	181	207	207	175	170	207	207	166	
Belton	201	201	207	207	203	199K	184	184	201	201	175	175	201	201	165	
Bennettsville	185	185	193	193	185	181K	170	170	191	191	158	158	191	191	150	
Blackburg	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	
Blackville	201	201	210	207	207	197	184	181	207	207	175	170	207	207	168	
Blenheim	185	185	193	193	185	181K	170	170	191	191	158	158	191	191	150	
(See) Buffalo	210	210	220	220	213	209K	196	196	209	209	182	182	209	209	178	
(See) Buffalo	196	196	204	204	196	192K	178	178	196	196	166	166	196	196	156	
Calhoun Falls	201	201	207	207	203	199K	184	184	207	207	175	175	207	207	165	
Camden	189	189	193	193	185	181K	170	170	193	193	158	158	196	196	150	
Carlisle	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	
Catawba	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	
Charleston	203	203	204	204	196	192K	178	178	207	207	176	166	207	207	156	
Cheraw	185	185	193	193	185	181K	170	170	191	191	158	158	191	191	150	
Chester	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	
Chesterfield	193	193	203	203	196	191K	180	180	196	196	168	168	196	196	164	
Clinton	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	
Clio	185	185	193	193	184	180K	170	170	191	191	158	158	191	191	150	
Columbia	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	
Conway	193	193	193	193	185	181K	170	170	196	196	158	158	196	196	154	
Coosaw	216	216	217	217	210	202	187	187	221	221	176	172	221	221	168	
Cordesville	196	196	204	204	196	192K	178	178	199	199	166	166	203	203	156	
Darlington	185	185	193	193	185	181K	170	170	191	191	158	158	191	191	150	
Denmark	201	201	210	207	207	197	184	181	207	207	175	170	207	207	168	
Dillon	185	185	193	193	185	181K	170	170	191	191	158	158	191	191	150	
Edgefield	206	206	207	207	203	199K	184	184	209	209	175	175	209	209	165	
Estill	213	213	217	213	210	202	187	187	219	219	176	172	219	219	168	
Fairfax	210	210	217	213	210	202	187	187	216	216	176	172	216	216	168	
Florence	185	185	193	193	185	181K	170	170	191	191	158	158	193	193	150	
Fort Lawn	185	185	193	193	189	185K	170	170	189	189	158	158	189	189	150	
Georgetown	196	196	204	204	196	192K	178	178	199	199	166	166	199	199	156	
Graniteville	203	203	210	207	207	197	184	181	207	207	175	170	207	207	168	
Great Falls	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	
Greenville	194	194	204	204	196	192K	178	178	196	196	166	166	196	196	156	
Greenwood	201	201	207	207	203	199K	184	184	201	201	175	175	201	201	165	
H.A R. Jct	207	207	210	201	207	197	184	181	216	216	176	170	216	216	168	
Hardeeville	219	219	217	213	210	202	187	187	226	226	176	172	226	226	168	
Hartsville	185	185	193	193	185	181K	170	170	191	191	158	158	193	193	150	
Holly Hill	199	199	204	204	196	192K	178	178	203	203	166	166	203	203	156	
Jackson	210	210	217	213	210	202	187	187	213	213	176	172	213	213	168	

AR - All Rail.
RWR - Rail-Water and Rail.

page 300 of Tariff:

SECTION 1-A - Continued

From Stations on pages 96 173, inclusive Tariff as ced, taking Basis shown w:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 85, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
UTH CAROLINA - Cont.																
ille	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	152K
City	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	152K
ster	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	146K
	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	146K
	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	152K
ns	194	194	204	204	196	192K	178	178	198	198	166	166	198	198	156	152K
	185	185	193	193	185	181K	170	170	191	191	158	158	193	193	150	146K
l	185	185	193	193	185	181K	170	170	191	191	158	158	191	191	150	146K
wick	201	201	207	207	203	199K	184	184	204	204	175	175	204	204	165	161K
n	185	185	193	193	185	181K	170	170	191	191	158	158	193	193	150	146K
tts	203	203	210	207	207	197	184	181	207	207	175	170	210	210	165	155
ns	185	185	193	193	185	181K	170	170	191	191	158	158	191	191	150	146K
rry	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	152K
Augusta	210	210	217	213	210	202	187	187	213	213	176	172	213	213	168	162G
burg	196	196	204	204	196	192K	178	178	199	199	166	166	203	203	156	152K
land	198	198	206	206	197	193K	182	182	201	201	170	170	201	201	161	157K
	201	201	210	207	207	197	184	181	207	207	175	170	207	207	165	155
ittsburg	201	201	207	204	203	193	184	181	201	201	175	170	211	211	174	164
ittsburg	220	220	228	225	224	214	205	202	222	222	198	191	228	228	186	176
n	189	189	193	193	186	181K	170	170	193	193	158	158	193	193	150	146K
all	203	203	204	204	196	192K	178	178	207	207	166	166	207	207	156	152K
urg	209	209	201	201	203	199K	178	178	199	199	166	166	199	199	158	154K
Hill	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	146K
llville	201	201	211	211	204	200K	186	186	207	207	174	174	207	207	164	160K
a	211	211	220	217	217	207	194	191	217	217	185	180	217	217	175	165
a	201	201	207	207	199	195K	184	184	201	201	175	175	201	201	165	161K
anburg	194	194	204	204	196	192K	178	178	194	194	166	166	192	192	156	152K
r	193	193	193	193	186	181K	170	170	196	196	158	158	196	196	150	146K
an	216	216	217	213	210	202	187	187	219	219	176	172	219	219	168	162G
	194	194	204	204	196	192K	178	178	196	196	166	166	196	196	156	152K
rboro	210	210	210	207	207	197	184	181	213	213	176	170	213	213	165	155
Shoals	201	201	207	207	203	199K	184	184	204	204	175	175	204	204	165	161K
boro	194	194	204	204	196	192K	178	178	199	199	166	166	199	199	156	152K
see	213	213	217	213	210	202	187	187	219	219	176	172	219	219	168	162G
	185	185	193	193	189	185K	170	170	191	191	158	158	191	191	150	146K
TENNESSEE																
gton	189		199		240		178		193		196		185		215	215
a	178		179		211	204F	159		176		185		190		182	176K
and City	177		186		228		168		177		184		174		215	215
ns	185		187		211	204F	164		180		172		178		182	176K
	182		185		230		170		185		189		179		217	217
sville	185		198		234		178		189		184		182		211	211
ton	179		185		227		164		179		182		175		200	200
nge	191		198		235		180		191		192		186		205	205
nge Jct	191		198		235		179		191		192		186		205	205
rville	180		186		234		171		180		184		175		217	211
tanooga	185	185	187	187	211	204F	170	170	186	186	180	180	178	178	182	176K
ksville	164		173		213		156		164		170		161		197	197
land	188		191		211	204F	171		188		176		182		182	176K
ble	179		185		234		167		179		179		174		186	186
sville	185		190		227		181		198		196		189		208	208
rtill	192		196		211	211	179		192		186		186		182	176K
ll	162		166		207		149		162		162		157		172	172
gton	189		194		237		176		189		196		182		217	217
sville	184		187		234		170		184		184		178		186	186
on	176		179		211	204F	162		176		176		171		182	176K

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 95 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on page 17 to 95, inclusive of Tariff as amended.															
	Brewerton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.															
TENNESSEE - Con.																
Belrose	187		191		224		175		187		187		181		198	198
Dickson	177		184		221		166		177		176		171		200	200
Dunlap	195		190		234		181		195		189		189		198	198
Dyersburg	182		189		227		173		182		199		176		214	214
East Jamestown	165		167		207	207	150		165		165		158		172	172
Erin	169		176		217		160		170		174		164		200	200
Etowah	165		167		211	204F	164		165		172		178		182	178
Fayetteville	187		191		224		175		187		187		181		198	198
Fork Mountain	168		171		207		155		168		168		162		172	172
Fork Ridge	155		167		208		148		165		162		150		166	166
Gallatin	166		171		217		154		166		147		159		198	198
Gernt	162		166		207	207	149		162		162		157		172	172
Glen Mary	162		166		207		149		162		162		157		172	172
Grand Jct.	189		199		240		178		193		196		185		215	215
Greeneville	172		181		195	191X	151		172		147		170		161	157
Harriman	168		171		207	207	155		168		168		162		172	172
Hartsville	169		176		217		158		169		170		164		198	198
Hermitage	169		177		217		159		170		173		164		198	198
Hickory Point	171		181		221		162		171		178		169		205	205
Hohenwald	185		190		234		176		185		187		178		211	211
Humboldt	182		193		230		170		182		189		176		207	207
Jackson	182		193		217		170		186		189		179		207	207
Jellico	160		164		207		144		160		158		155		172	172
Kenwood	168		182		214		164		177		180		170		198	198
Knoxville	172		176		196	193	156		172		165		167		161	157
LaFollette	165		167		207		158		165		162		158		172	172
Lake City	168		171		207	207	151		168		167		162		172	172
Lawrenceburg	187		191		234		175		187		187		178		211	211
Lebanon	170		181		217		164		176		189		169		198	198
Lenoir City	180		184		211	204F	164		180		188		178		182	178
Lewisburg	185		187		224		170		185		184		178		198	198
Lexington	184		193		234		172		185		189		179		207	207
Liberty Hill	172		176		195	193	156		172		168		167		161	157
McKenzie	176		185		226		164		179		182		173		203	203
McMinnville	181		186		224		178		191		191		185		198	198
Madisonville	185		187		211	204F	164		185		172		178		182	178
Mahan	168		171		207	207	155		168		168		162		172	172
Martin	176		180		213		165		177		180		172		203	203
Maryville	176		179		211	204F	159		176		165		170		182	178
Memphis:																
A.R.-R.W.R	193		205		240		180		196		199		189		215	215
F.B.L. (Note B)	187		191				175		187				182			
M.V.B.L. (Note C)	183		187		224		171		183		187		178		210	
A.B.L. (Item 90)																
Middleton	189		199		240		179		193		196		185		215	215
Milan	179		189		227		167		182		186		178		207	207
Monterey	190		194		217		177		190		190		185		182	178
Morristown	172		181		198	191X	151		172		152		169		161	157
Moscow	194		199		240		182		194		196		189		215	215
Murfreesboro	177		184		224		166		177		177		171		198	198
Nashville	179		178		217		158		169		170		164		198	198
Newport	170		186		196	196	156		176		180		174		161	157
Nick's Creek	165		167		207		150		165		165		158		172	172
Paris	173		182		223		161		176		179		170		203	203

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Derry		Cumberland		Erie		Evergreen	
	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).															
TENNESSEE - Conc.																
Petros	172		176		207	207	160		172		172		167		172	172
Pulaski	187		191		234		175		187		187		181		198	198
Scottsboro	180		190		230		169		180		183		178		212	212
Selmer	189		196		234		178		189		193		185		211	211
Sevierville	196		199		217	217	179		196		185		190		181	177K
Shooks	190		194		212	212	174		190		179		185		178	174K
Somerville	189		199		240		178		193		198		185		215	215
South Pittsburg	188		191		234		175		188		186		182		198	198
Sparta	196		201		234		184		196		196		189		198	198
Springfield	184		178		213		155		167		170		161		193	193
Surgoinsville	186		193		185	185	144		186		147		170		149	149
Tipprell	172		176		196	193	156		172		168		167		161	157K
Tiptonville	179		193		229	228	173		185		193		179		214	214
Tracy City	191		197		234		179		191		191		186		198	198
Tullahoma	184		189		234		171		184		184		177		198	198
Union City	175		178		211		163		175		178		169		201	201
Watertown	186		192		234		176		186		187		180		204	204
Waverly	178		186		234		169		178		184		173		204	204
White Bluff	178		181		221		164		178		178		169		200	200
Whiteville	189		196		240		176		189		193		182		215	215
Wilder	196		198		218		181		196		194		189		183	183

AR - All Rail.
RAR - Rail-Water and Rail.

SUPPLEMENT NO. 39 - FREIGHT TARIFF NO. 44-I

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended																	
	Oldersville		Grafton		Rogerstown		Harrisburg		Hempstead		Johnsonburg		Lake Placid		Ligonier		Lyndonville	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended																	
ALABAMA																		
Akron	259	255	262	258	211	211	218	218	240	236	255	..	288	284	225	..	238	238
Alexander City	236	229	239	232	192	192	199	195	216	209	219	219	267	260	212	212	222	222
Allesville	259	255	262	258	211	211	218	218	240	236	228	..	288	284	229	..	238	..
Altoona	248	238	249	241	199	199	206	202	226	219	207	207	276	268	200	200	213	213
Andalusia	265	253	264	252	210	210	221	216H	233	232	236	236	289	277	231	231	244	244
Anniston	236	229	239	232	192	192	199	195	216	209	207	207	267	260	200	200	213	213
Atmore	269	260	271	262	216	216	224	220	249	240	243	..	297	288	238	..	245	245
Bayou La Batre	269	260	271	262	216	216	224	220	249	240	244	..	297	288	247	..	243	243
Birmingham	248	238	249	241	199	199	206	202K	226	219F	213	213	276	268	206	206	219	219
Blocton	248	238	249	241	199	199	206	202	226	219	216	216	276	268	209	209	221	221
Blossburg	248	238	249	241	199	199	206	202	226	219	213	213	276	268	206	206	219	219
Boaz	248	238	249	241	199	199	206	202	226	219	204	204	276	268	206	206	210	210
Boligee	259	255	262	258	211	211	218	218	240	236	228	..	288	284	225	..	238	238
Boyd	277	273	280	276	229	229	236	236	257	253	248	..	305	301	247	..	256	256
Brantley	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	229	229	244	244
Brewton	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	231	231	244	244
Brilliant	256	252	259	255	211	211	218	218	236	232	221	..	285	281	214	..	227	..
Brownsville	277	273	280	276	232	232	239	239	257	253	239	..	306	302	265	..	245	..
Buhl	256	252	259	255	211	211	218	218	236	232	225	..	285	281	248	..	238	..
Burbank	290	281	298	288	237	237	245	241	270	261	264	..	218	309	250	..	264	..
Calera	248	238	249	241	199	199	206	202K	226	219F	216	216	276	268	206	209	221	221
Calvert	269	260	271	262	216	216	224	220	249	240	243	..	297	288	236	..	245	245
Cardiff	248	238	249	241	199	199	206	202	226	219	213	213	276	268	206	206	219	219
Carrollton	274	270	278	274	226	226	233	233	254	250	240	..	303	299	244	..	248	..
Cedar Bluff	236	229	239	232	192	192	199	195	216	209	207	207	267	260	199	199	213	213
Chatom	282	285	290	281	239	239	247	243	272	263	286	..	320	311	263	..	286	286
Chelsea	248	238	249	241	199	199	206	202K	216	209F	216	216	276	268	209	209	221	221
Cherokee	248	248	252	252	207	207	207	207	232	231	204	..	276	276	196	..	209	..
Childersburg	248	238	249	241	199	199	206	202K	226	219F	216	216	276	268	209	209	221	221
Choctaw City	289	280	291	282	236	236.	244	240	269	260	252	..	316	307	247	..	265	265
Clanton	248	238	249	241	199	199	206	202K	226	219F	219	219	276	268	212	212	225	225
Delta	248	238	249	241	199	199	206	202	226	219	216	216	276	268	209	209	221	221
Cromwell	277	273	280	276	229	229	236	236	257	253	251	..	305	301	254	..	264	264
Cullman	248	238	249	241	199	199	206	202	226	219	207	207	276	268	196	196	211	211
Decatur	236	236	248	248	194	194	194	194	219	218	201	..	267	267	194	..	207	..
Demopolis	259	255	262	258	211	211	218	218	240	236	234	..	288	284	229	..	238	238
Dothan	252	238	255	241	199	196	207	197	233	219	227	223	279	268	223	223	234	234
Elba	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	231	231	244	244
Enterprise	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	231	231	244	244
Eufaula	248	231	248	231	198	188	199	190	224	209	224	220	278	257	223	221	230	230
Fayette	256	252	259	255	211	211	218	218	236	232	225	..	285	281	215	..	228	..
Fern Bank	256	252	259	255	211	211	218	218	236	232	221	..	285	281	214	..	228	..
Flomaton	269	260	271	262	216	216	224	220	249	240	243	..	297	288	236	..	245	245
Florala	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	231	231	244	244
Florence	248	248	252	252	207	207	207	207	232	231	204	..	276	276	194	..	207	..
Foley	269	260	271	262	216	216	224	220	249	240	243	..	297	288	245	..	248	248
Franklin	252	238	255	241	199	196	207	197	233	219	227	223	283	268	279	223	223	223
Frisco City	269	260	271	262	216	216	224	220	249	240	243	..	297	288	236	..	243	243
Gadsden	236	229	239	232	192	192	199	195	216	209	204	204	267	260	197	197	210	210
Geneva	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	231	231	244	244
Greensboro	259	245	262	250	211	211	218	218	240	236	225	..	288	284	225	..	238	238
Greenville	265	253	264	252	210	210	221	216H	243	232	234	234	289	277	227	227	244	244
Gurley	236	236	248	248	194	194	194	194	219	218	201	..	267	267	194	..	207	..
Gurnee Junction	248	238	249	241	199	199	206	202	226	219	216	216	276	268	209	209	221	221

AR - All Rail.
R&R - Rail-Water and Rail.

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SECTION 1-A - Continued

and From Stations shown on pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Glovers-ville		Grafton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lyndon-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)																	
ALABAMA - Cont.																		
lamka	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	227	223
leyville	256	252	259	255	211	211	218	218	236	232	210	. .	285	281	202	. .	215	. .
rdsway	252	238	255	241	199	196	207	197	233	219	227	223	279	265	223	223	231	231
rtford	265	253	264	252	210	210	221	216H	233	222	237	237	289	277	231	231	244	244
adland	252	238	256	241	199	196	207	197	233	219	227	223	279	265	223	223	237	237
flin	236	229	239	232	192	192	199	195	216	209	210	210	267	260	203	203	216	216
ntsville	236	236	242	242	194	194	194	194	219	218	204	. .	267	267	194	. .	207	. .
rtsboro	252	238	255	241	199	196	207	197	233	219	227	223	279	265	223	223	231	231
mestown	236	229	239	232	192	192	199	195	216	209	198	196	267	260	192	192	204	204
sper	246	238	251	243	199	199	206	202	226	219	216	216	276	268	209	209	221	221
mbrough	259	250	271	262	216	216	224	220	249	245	234	. .	297	288	227	. .	243	243
Fayette	236	229	239	232	192	192	199	195	216	209	221	221	267	260	218	218	221	221
nett	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
high	246	238	249	241	199	199	206	202	226	219	210	210	276	268	203	203	216	216
nden	259	250	271	262	216	216	224	220	249	240	234	. .	297	288	227	. .	243	243
verne	265	253	264	252	210	210	221	216H	243	232	234	234	289	277	227	227	244	244
rid	259	245	255	241	207	204	217	207	240	226	237	237	281	267	231	231	244	244
lesville	246	238	249	241	199	199	206	202K	226	219F	221	221	276	268	215	215	228	228
rgaret	246	236	249	241	199	199	206	202K	226	219F	216	216	276	268	209	209	221	221
rigold	267	259	270	262	220	220	227	223	247	240	237	237	297	288	243	243	239	239
rion Junction	246	238	249	241	199	199	206	202K	226	219F	223	223	276	268	221	221	228	228
ylesa	246	238	249	241	199	199	206	202K	226	219F	219	219	276	268	212	212	225	225
bile:																		
A.R.-R.W.R.	269	260	271	262	216	216	224	220	249	240	243	. .	297	288	245	. .	243	243
F.B.L. (Note B)	262	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	277	. .	. .	. .	. .	. .
F.B.L. (Note Ca)	257	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	268	. .	248	. .	251	. .
F.B.L. (Note E)	267	. .	. .	. .	. .	. .	. .	. .	. .	. .	250	. .	281	. .	243	. .	251	. .
nroston	269	260	271	262	216	216	224	220	249	240	237	. .	297	288	229	. .	243	243
nrosville	269	260	271	262	216	216	224	220	249	240	239	. .	297	288	233	. .	243	243
ntgomery	252	238	255	241	199	196	207	197	233	219	227	223	279	265	223	223	231	227
dsmah	269	260	262	253	216	216	224	220	249	240	234	. .	297	288	227	. .	243	243
olika	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	227	223
p	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	231	231	244	244
rk	252	238	255	241	199	196	207	197	233	219	227	223	279	265	223	223	234	234
ola	279	276	288	278	231	231	238	238	260	256	249	. .	308	304	258	. .	258	258
ll City	246	238	249	241	199	199	206	202K	226	219F	210	210	276	268	203	205	216	216
nix City	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
dmont	236	229	239	232	192	192	199	195	216	209	207	207	267	260	200	200	213	213
ttview	252	238	255	241	199	196	207	197	233	219	227	223	279	265	223	223	231	231
d Bay	256	252	259	255	211	211	218	218	236	232	210	. .	285	281	199	. .	211	. .
fora	256	252	259	255	211	211	218	218	236	232	225	. .	285	281	218	. .	228	. .
rview	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	227	223
noke	236	229	239	232	192	192	199	195	216	209	221	221	267	260	215	215	221	221
con	265	253	264	252	210	210	221	216H	243	232	236	236	289	277	231	231	244	244
tumn	269	260	271	262	210	210	224	220	249	240	223	. .	297	288	242	. .	243	243
lm	246	238	249	241	199	199	206	202K	226	219F	233	223	276	268	218	218	228	228
las	294	290	296	292	241	241	249	249	276	271	241	. .	323	319	254	. .	268	268
ney	246	238	249	241	199	199	206	202	226	219	219	219	276	268	212	212	225	225
rvenson	236	236	242	242	194	194	194	194	219	218	194	. .	267	267	187	. .	200	. .
rsville	269	260	271	262	216	216	224	220	249	240	238	. .	297	297	233	. .	243	243
lacoga	236	229	239	232	192	192	199	195	216	209	216	216	267	260	209	209	221	221
lladega	236	229	239	232	192	192	199	195	216	209	213	213	267	260	206	206	219	219
lasse	259	255	272	268	216	213	224	214	249	235	243	239	296	281	239	239	248	246
y	252	238	255	241	199	196	207	197	233	229	227	223	279	265	223	223	231	231
calosa	246	238	249	241	199	199	206	202	226	219	219	219	276	268	212	212	223	223
ngeo	269	255	272	258	216	213	224	214	249	235	243	239	296	281	239	239	243	241
m Springs	252	238	255	241	199	196	207	197	233	229	227	223	279	265	223	223	231	231

AR - All-Rail.
RWR - Rail-Water and Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Glovers-ville		Grafton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lynden-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)																	
ALABAMA - Conc.																		
Valley Head	236	229	239	232	192	192	199	195	216	209	194	194	267	260	187	187	200	200
Vinegar Bend	259	260	271	262	216	216	224	220	249	240	243	..	297	288	238	..	243	243
Warrior	246	238	249	241	199	199	206	202	226	219	213	213	276	268	206	206	219	219
Wattsville	246	238	249	241	199	199	206	202K	226	219F	210	210	276	268	206	206	216	216
Winfield	256	252	259	255	211	211	218	218	236	232	221	..	285	281	214	..	227	..
Yantley	277	273	280	276	229	229	236		257	253	251	..	305	301	253	..	256	..
Yolande	246	238	249	241	199	199	206	202	226	219	216	216	276	268	209	209	221	221
York	259	256	262	258	211	211	218	218	240	236	230	..	288	284	229	..	238	238
ARKANSAS																		
Helena:																		
A.R.-R.W.R.	265	265	274	266	228	228	235	235	256	251	213	..	294	286	204	..	221	..
F.B.L. (Note E)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	210	..	225	..
F.B.L. (Note P)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	206	..	208	..
A.B.L. (Item 90)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
FLORIDA																		
Alachua	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
Altha	265	253	264	252	210	210	221	216H	243	232	240	240	289	277	232	232	244	244
Apalachicola	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	242	248	243
Arcadia	280	267	277	264	247	238	246	239F	262	250	269	269	303	290	277	273	284	281
Avon Park	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
Barrineau Park	269	260	271	262	216	216	224	220	249	240	243	..	297	288	238	..	243	243
Bartow	271	258	268	255	238	229	237	230F	255	241	260	260	294	281	268	264	275	272
Baxter	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	227
Bell	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
Belleglade-Chosen	280	267	277	264	247	238	246	239	262	250	269	269	303	290	277	273	284	281
Blountstown	265	253	264	252	210	210	221	216H	243	232	244	244	289	277	232	232	244	244
Bradenton	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
Branford	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
Brewster	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
Brooksville	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
Bunker Hill	288	277	283	272	266	248F	254	249H	269	259	277	277	309	298	285	283	293	288
Campbellton	269	245	255	241	207	204	217	207	240	226	237	237	281	267	231	231	244	244
Center Hill	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
Century	269	260	271	262	216	216	224	220	249	240	243	..	297	288	238	..	243	243
Chattahoochee	256	241	248	231	208	198	210	201	236	221	237	231	272	257	231	221	244	234
Chuluota	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
Clearwater	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
Clewiston	280	267	277	264	247	238	246	239	262	250	269	269	303	290	277	273	284	281
Cottondale	259	245	255	241	207	204	217	207	240	226	237	237	281	267	231	231	244	244
Crestview	265	253	264	252	210	210	221	216H	243	232	240	240	289	277	231	231	244	244
Cross City	252	237	255	240	211	200	213	204	230	216	234	232	279	265	242	236	249	245
Daytona Beach	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253
DeFuniak Springs	265	253	264	252	210	210	221	216H	243	232	244	244	289	277	232	232	244	244
Dowling Park	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
Drexel	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
Drifton	256	241	246	231	208	198	210	201	236	221	237	231	272	257	231	221	244	234
Dunnellon	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253
Everglades	288	277	283	272	266	248F	254	249H	269	259	277	277	309	298	285	283	293	288
Fairfield	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
Fellsmere	285	272	282	269	251	242	250	243F	266	254	274	274	307	294	282	278	288	285
Fernandina	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	227
Ft.Lauderdale	288	277	283	272	266	248F	254	249H	269	259	277	277	309	298	285	283	293	288
Ft.Myers	288	277	283	272	266	248F	254	249H	269	259	277	277	309	298	285	283	293	288
Ft.Pierce	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
Gainesville	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243

AR - All Rail.
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SECTION 1-A - Continued

and From Stations shown on pages 96 to 113, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																			
	Glovers-ville		Grafton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Liponier		Lyndon-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)																	
FLORIDA - Cont.																		
acaville	265	253	264	252	210	210	221	216H	243	232	240	240	289	277	231	231	244	244
een Cove Springs	243	228	246	231	202	191	201	192	222	208	227	225	273	258	233	227	240	235
penville	246	226	240	222	196	183	203	191	226	209	231	226	265	247	231	214	240	224
penwood	276	262	278	264	223	220	230	220	256	242	250	246	302	288	246	246	259	259
ines City	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
stings	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
wthorne	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
gh Springs	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
illiard	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
mestead	297	286	292	281	264	257F	263	258H	278	268	286	286	318	307	294	292	301	300
sford	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
cksonville	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
nieson	256	241	246	231	203	193	210	201	236	221	237	231	272	257	231	221	244	232
sper	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
piter	280	267	277	264	247	238	246	239F	262	250	269	269	303	290	277	273	284	281
nanaville	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
ssimmee	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
ke Butler	243	228	246	231	202	191	201	192	222	208	227	225	273	258	233	227	240	235
ke City	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
keland	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
ke Wales	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
wtey	243	228	246	231	202	191	201	192	222	208	227	225	273	258	233	227	240	235
esburg	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253
ve Oak	246	228	240	222	196	183	203	191	226	209	231	226	265	247	231	214	240	224
dison	246	228	240	222	196	183	203	191	226	209	231	226	265	247	231	214	240	224
rianna	259	245	255	241	207	204	217	207	240	226	237	237	281	267	231	231	244	244
yo	262	237	266	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
ytown	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253
lbourne	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
mi	288	277	283	272	255	248F	254	249H	269	259	277	277	309	298	285	283	293	292
lton	265	253	264	252	210	210	221	216H	243	232	240	240	289	277	231	231	244	244
ples	288	277	283	272	255	248F	254	249H	269	259	277	277	309	298	285	283	293	292
nberry	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
ala	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253
pechobee	280	267	277	264	247	238	246	239F	262	250	269	269	303	290	277	273	284	281
ni	280	267	277	264	247	238	246	239F	262	250	269	269	303	290	277	273	284	281
lando	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
ter Creek	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253
latka	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
lmdale	280	267	277	264	247	238	246	239F	262	250	269	269	303	290	277	273	284	281
nama City	265	253	264	252	210	210	221	216H	243	232	244	244	289	277	235	235	244	244
nsacola	269	260	271	262	216	216	224	220	249	240	243	243	297	286	242	242	243	243
rry	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
erson	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253
D Pinetta	246	228	240	222	196	183	203	191	226	209	231	226	265	247	231	214	240	224
D Pinetta	267	249	261	243	217	204	224	212	247	230	252	247	286	268	252	239	261	245
ant City	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
rt St.Joe	265	253	264	252	210	210	221	216H	243	232	250	246	289	277	242	242	250	246
tateville	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
iney	256	241	246	231	203	193	210	201	236	221	237	231	272	257	231	221	244	232
.Augustine	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
.Catherine	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
.Petersburg	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	275	272
nderson	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
nford	256	242	259	245	220	210	219	211	235	222	243	242	282	268	251	246	257	253

AR - All Rail.
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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Gloversville		Grafton		Hagerstown		Harrisburg		Hempstead		Johnsonburg		Lake Placid		Ligonier		Lyndonville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.																	
FLORIDA Cont.																		
Sarasota	280	267	277	264	247	238	246	230F	262	250	269	269	305	290	277	273	294	281
Shady Grove	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
South Boca Grande	268	277	283	272	255	248F	254	249H	269	259	277	277	309	298	285	283	293	288
South Jacksonville	243	228	246	231	202	191	201	192	222	208	227	225	278	258	233	227	240	235
Tallahassee	256	241	246	231	205	193	210	201	236	221	237	231	272	257	231	221	244	232
Tampa	271	258	268	255	238	229	237	230	253	241	260	260	294	281	268	264	276	272
Titusville	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	266	262
Wauchula	252	237	255	240	211	200	213	204	230	216	234	232	279	264	242	236	248	243
West Palm Beach	288	277	283	272	255	248F	254	249H	269	259	277	277	309	298	285	283	293	288
Williston	256	242	259	245	220	210	219	211	236	222	243	242	282	268	251	246	257	253
Winter Garden	262	248	265	251	229	219	228	220	244	231	251	250	288	274	259	254	263	262
Winter Haven	271	258	268	255	238	229	237	230F	253	241	260	260	294	281	268	264	276	271
Youngstown	265	253	264	252	210	210	221	216H	243	232	240	240	289	277	232	232	244	244
Yukon	243	228	246	231	202	191	201	192	222	208	227	225	278	258	253	227	240	235
GEORGIA																		
Abbeville	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
Albany	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Alma	233	215	236	217	187	174	189	177	206	191	217	212	261	243	223	214	231	221
Americus	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Arlington	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Athens	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Atlanta	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Augusta	219	210	218	209	171	166H	173	169K	198	189	206	199	243	234	206	202	217	213
Bainbridge	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Baxley	233	215	236	217	187	174	189	177	206	191	217	212	261	243	223	214	231	221
Blue Ridge	223	216F	223	216F	178	178	185	181K	205	198F	198	198	250	243F	198	198	204	204
Bonaire	230	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
Bowdon	229	222F	233	226F	178	178	185	181K	206	201F	204	204	260	253F	205	205	211	211
Bremen	229	222F	233	226F	178	178	185	181K	206	201F	204	204	260	253F	205	205	211	211
2040 Bridgeboro	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
2045 Bridgeboro	267	252	267	252	219	209	220	211	243	226	245	241	295	278	244	242	251	247
Brunswick	233	215	236	217	187	174	189	177	206	191	217	212	261	243	223	214	231	221
Buena Vista	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Buford	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Camak	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Campton	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Canton	229	222F	233	226F	178	178	185	181K	206	188F	204	204	260	253F	200	200	211	211
Carrollton	229	222F	233	226F	178	178	185	181K	206	201F	204	204	260	253F	205	205	211	211
Cartersville	229	222F	233	226F	178	178	185	181K	206	201F	204	204	260	253F	197	197	210	210
Cave Spring	229	222F	233	226F	178	178	185	181K	206	201F	204	204	260	253F	197	197	210	210
Cedartown	229	222F	233	226F	178	178	185	181K	206	201F	204	204	260	253F	197	197	210	210
Cenchat	223	216F	229	222F	178	178	185	181K	205	198F	190	190	250	243F	184	184	198	198
Chatsworth	229	222F	233	226F	178	178	185	181K	206	201F	198	198	260	253F	198	198	204	204
Clarton	229	213	225	209	178	166	182	171	205	189	210	204	261	238	214	204	224	214
2049 Clyattville	246	228	240	222	196	183	205	191	224	209	231	226	285	247	231	214	240	224
2045 Clyattville	267	249	261	243	217	204	224	212	247	230	252	247	286	268	252	235	261	246
Clyo	219	210	218	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	213
Columbus	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Commerce	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Cordele	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
Cornelia	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Covington	225	216F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Cusseta	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Cuthbert	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
Dalton	229	222F	233	226F	178	178	185	181K	206	201F	194	194	260	253F	187	187	200	200

AR - All Rail.
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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff, as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Glovers-ville		Grafton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lyndon-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)																	
GEORGIA - Cont.																		
ames Ferry	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
awson	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
ouglas	230	221	240	222	191	178	196	184	219	212	224	219	265	247	223	214	231	223
ublin	229	220	225	216	198	173H	182	178K	206	199	210	210	251	242	214	214	224	216
urand	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
urham	236	229	239	232	192	192	199	195	216	209	194	194	267	260	187	187	200	200
gypt	219	210	218	209	171	166H	173	169K	198	189	208	199	243	234	206	202	217	213
lberton	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
mpire	230	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
itzgerald	230	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
olkston	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
ort Gaines	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
ort Valley	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
ainesville	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
(D) Garfield	225	216	235	216	178	173	182	178K	206	199	210	210	251	242	214	214	224	216
(D) Garfield	246	237	246	237	199	194H	205	199K	229	220	231	231	272	265	235	235	245	239
(D) Gracewood	225	216	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	216
(D) Gracewood	246	237	246	237	199	194	205	199K	229	220	231	231	272	265	235	235	245	239
riffin	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
rtwell	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
aylow	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
azlehurst	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	215	231	223
elena	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
ooker	223	216F	223	216F	178	178	185	181K	205	198F	190	190	250	243F	184	184	196	196
oschton	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
efferson	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
effersonville	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
esup	233	216	235	217	187	174	189	177	208	191	217	212	261	243	223	214	231	221
nction City	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	211	230	226
(D) Keysville	225	216	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	234	228
(D) Keysville	246	237	246	237	199	194H	205	199K	229	220	231	231	272	265	235	235	245	239
ldare	219	210	218	209	171	166H	173	169K	198	189	208	199	243	234	206	202	217	213
Grange	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
keland	255	237	240	222	208	195	213	201	236	219	240	235	282	264	239	230	248	240
vonia	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
wrenceville	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
uisville	229	220	225	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
Donough	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
chan	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
con	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
dison	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
nle	236	229	239	232	192	192	199	195	216	209	198	198	267	260	192	192	204	204
dville	225	216	225	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
ledgeville	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
llen	219	210	218	209	171	166H	173	169K	198	189	208	199	243	234	206	202	217	213
lstead	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
ntenima	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
ultrie	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
(D) Nashville	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	223
(D) Nashville	260	242	261	243	212	199	217	206	240	223	245	240	286	268	244	235	252	244
wman	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
rfield	246	231	246	231	198	188	199	190	222	207	224	220	272	257	223	221	230	226
ferson	233	216	235	217	187	174	189	177	208	191	217	212	261	243	223	214	231	221
(D) Pavo	246	231	246	231	198	188	199	190	219	204	224	220	272	257	223	221	230	226
(D) Pavo	267	252	267	252	219	209	220	211	240	226	245	241	293	278	244	242	251	247

AR - All Rail.
RWR - Rail-Water and Rail.

Add to Page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff, as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Gloversville		Grafton		Hagerstown		Harrisburg		Hempstead		Johnsonburg		Lake Placid		Ligonier		Lyndonville	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)																	
GEORGIA - Cont.																		
Pelham	246	231	246	231	196	186	190	190	222	207	224	220	272	257	223	221	230	220
Quitman	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	222
(300) Relee	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	222
(300) Relee	260	242	261	243	212	199	217	205	240	223	245	240	286	268	244	235	252	244
Riceboro	229	213	235	220	178	166	182	171	205	189	210	204	251	236	214	204	234	214
Richland	246	231	246	231	196	186	190	190	222	207	224	220	272	257	223	221	230	220
Rockmart	229	222F	233	226F	178	178	186	181K	206	201F	204	204	260	253F	197	197	210	210
Rome	229	222F	233	226F	178	178	186	181K	206	201F	201	201	260	253F	194	194	207	207
St.George	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	222
St.Marys	256	238	257	239	209	196	214	202	237	220	242	237	283	265	241	232	249	241
(300) Sale City	246	231	246	231	196	186	190	190	222	207	224	220	272	257	223	221	230	220
(300) Sale City	267	252	267	252	219	209	220	211	243	228	245	241	293	278	244	242	251	247
Sandersville	229	220	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
Sardis	219	210	218	209	171	166H	173	169K	196	189	205	199	243	234	206	202	217	213
Savannah	219	210	218	209	171	166H	173	169K	196	189	205	199	243	234	206	202	217	213
Sempia	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Soperton	229	220	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
Statesboro	229	213	235	209	178	166	182	171	205	189	210	204	251	245	214	214	224	214
(300) Swainsboro	225	216	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
(300) Swainsboro	246	237	246	237	199	194H	203	199K	229	220	231	231	272	263	235	235	245	239
Tallulah Falls	229	222F	233	226F	178	178	186	181K	206	201F	207	207	260	253F	214	214	219	219
Tennille	219	210	225	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
Thomaston	215	206F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Thomasville	246	231	246	231	196	186	190	190	222	207	224	220	272	257	223	221	230	220
(300) Tickmor	246	231	246	231	196	186	190	190	222	207	224	220	272	257	223	221	230	220
(300) Tickmor	267	252	267	252	219	209	220	211	243	228	245	241	293	278	244	242	251	247
Tifton	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	222
Toomsboro	229	220	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
Topeka Jct.	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Trenton	236	229	239	232	192	192	199	198	216	209	190	190	247	260	184	184	198	198
Trion	229	222F	233	226F	178	178	186	181K	206	201F	194	194	260	253F	187	187	200	200
Union Point	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
(300) Uvalda	225	216	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
(300) Uvalda	246	237	246	237	199	194H	203	199K	229	220	231	231	272	263	235	235	245	239
Valdosta	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	222
Vaughn	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Vidalia	229	220	235	216	178	173H	182	178K	206	199	210	210	251	242	214	214	224	218
Washington	225	218F	229	222F	185	181K	185	181K	205	198F	207	207	257	250F	214	214	216	216
Waycross	233	215	235	217	187	174	189	177	206	191	213	212	261	243	223	214	231	221
Waynesboro	219	210	218	209	171	166H	173	169K	196	189	205	199	243	234	206	202	217	213
Woodbine	239	221	240	222	191	178	196	184	219	202	224	219	265	247	223	214	231	222
Woodbury	246	231	246	231	196	186	190	190	222	207	224	220	272	257	223	221	230	220
Woodcliff	240	231	239	230	192	187H	194	190K	219	210	224	220	284	266	227	223	230	224
Wrightsville	239	230	235	226	196	186H	192	189K	218	209	220	220	281	262	224	224	234	229
LOUISIANA																		
Amite	287	282	289	284	236	236	243	243	269	264	253	. .	315	310	245	. .	257	. .
Baton Rouge:																		
A.R.-R.W.R.	287	282	289	284	236	236	243	243	269	264	258	. .	315	310	251	. .	259	. .
F.B.L. (Note B)	. .	. .	. .	. .	. .	. .	249	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note Ca)	. .	. .	. .	. .	. .	. .	264	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note E)	287	. .	. .	. .	243	. .	. .	. .	. .	. .	250	. .	. .	. .	241	. .	. .	. .
F.B.L. (Note F)	285	. .	. .	. .	. .	. .	. .	. .	. .	. .	248	. .	. .	. .	237	. .	. .	. .
M.V.B.L. (Note Ci)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	236	. .	. .	. .
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Bogalusa	287	282	289	284	236	236	243	243	269	264	253	. .	315	310	245	. .	257	. .
Braithwaite	287	282	289	284	236	236	243	243	269	264	258	. .	315	310	255	. .	260	. .
Clinton	287	282	289	284	236	236	243	243	269	264	256	. .	315	310	245	. .	259	. .

AR - All Rail.
R&R - Rail-water and Rail.

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.

From Stations on pages 96 to inclusive of Tariff as amended, taking Basis shown below:

	Glovers-ville		Grafton		Rogers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lyndon-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
APPLT RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)																		
LOUISIANA - Conc.																		
Linton	287	282	289	284	236	236	243	243	269	264	256	. .	315	310	247	. .	250	. .
Md	287	282	289	284	236	236	243	243	269	264	256	. .	315	310	247	. .	259	. .
ville	287	282	289	284	236	236	243	243	269	264	258	. .	315	310	251	. .	259	. .
rleans:																		
-N.W.R.	287	282	289	284	236	236	243	243	269	264	259	. .	315	310	254	. .	259	. .
L. (Note B)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
L. (Note Cm)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	248	. .	. .	. .
L. (Note E)	287	. .	. .	. .	243	. .	254	. .	. .	. .	250	. .	281	. .	243	. .	251	. .
L. (Note P)	283	. .	. .	. .	. .	. .	. .	. .	. .	. .	247	. .	. .	. .	. .	. .	247	. .
.B.L. (Note Ci)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	239	. .	. .	. .
L. (Item 80)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
ve	287	282	289	284	236	236	243	243	269	264	259	. .	315	310	256	. .	260	. .
ancisville	287	282	289	284	236	236	243	243	269	264	258	. .	315	310	251	. .	259	. .
ll	287	282	289	284	236	236	243	243	269	264	258	. .	315	310	251	. .	259	. .
n	287	282	289	284	236	236	243	243	269	264	258	. .	315	310	245	. .	259	. .
MISSISSIPPI																		
eon	256	252	259	255	211	211	218	218	236	232	217	. .	285	281	206	. .	221	. .
man	275	275	274	269	228	228	235	235	253	248	231	. .	300	295	214	. .	227	. .
	256	252	259	255	211	211	218	218	236	232	214	. .	285	281	206	. .	221	. .
ville	261	261	265	265	211	211	217	217	248	246	215	. .	282	282	201	. .	221	. .
ont	278	273	277	272	228	228	235	235	256	251	247	. .	306	301	238	. .	251	. .
nt	256	252	259	255	211	211	218	218	236	232	210	. .	285	281	197	. .	213	. .
ni	275	275	274	269	228	228	235	235	253	248	227	. .	300	295	218	. .	231	. .
haven	287	282	289	284	236	236	243	243	269	264	244	. .	315	310	237	. .	248	. .
	286	286	295	287	249	249	256	256	277	272	239	. .	315	307	236	. .	243	. .
un City	265	265	274	266	228	228	235	235	256	251	217	. .	294	286	206	. .	221	. .
n	275	275	274	269	228	228	235	235	253	248	230	. .	300	295	222	. .	235	. .
ville	287	282	289	284	236	236	243	243	269	264	253	. .	315	310	245	. .	257	. .
eston	265	265	274	266	228	228	235	235	256	251	224	. .	294	286	214	. .	227	. .
dale	265	265	274	266	228	228	235	235	256	251	217	. .	294	286	206	. .	221	. .
land	265	265	274	266	228	228	235	235	256	251	221	. .	294	286	210	. .	227	. .
ola	287	282	289	284	236	236	243	243	269	264	247	. .	315	310	238	. .	251	. .
bus	256	252	259	255	211	211	218	218	236	232	218	. .	285	281	210	. .	224	. .
th	248	248	252	252	207	207	207	207	232	231	205	. .	276	276	190	. .	210	. .
al Springs	287	282	289	284	236	236	243	243	269	264	238	. .	315	310	229	. .	243	. .
b	287	283	270	286	219	219	226	226	247	243	237	. .	296	291	238	. .	248	. .
e	265	265	274	266	228	228	235	235	256	251	213	. .	294	286	204	. .	221	. .
t	275	275	274	269	228	228	235	235	253	248	226	. .	300	295	218	. .	230	. .
urg	275	275	274	269	228	228	235	235	253	248	238	. .	300	295	229	. .	243	. .
ric Mills	259	255	262	258	211	211	218	218	240	236	230	. .	288	284	232	. .	238	. .
er	252	252	265	265	211	211	217	217	246	246	199	. .	282	282	187	. .	207	. .
ick	305	300	307	302	254	254	260	260	287	282	267	. .	333	328	259	. .	273	. .
wood	287	282	289	284	236	236	243	243	269	264	247	. .	315	300	238	. .	251	. .
n	271	267	274	270	230	230	233	233	250	246	220	. .	299	295	213	. .	228	. .
ville	287	282	289	284	236	236	243	243	269	264	238	. .	315	300	229	. .	243	. .
ville	265	265	274	266	228	228	235	235	256	251	227	. .	294	286	218	. .	231	. .
wood	265	265	274	266	228	228	235	235	256	251	221	. .	294	286	214	. .	227	. .
ada	265	265	274	266	228	228	235	235	256	251	217	. .	294	286	206	. .	221	. .
port	278	278	277	272	230	230	235	235	256	251	251	. .	306	301	247	. .	251	. .
	275	275	274	269	228	228	235	235	253	248	226	. .	300	295	218	. .	231	. .
lesburg	278	273	277	272	228	228	235	235	256	251	244	. .	306	301	236	. .	251	. .
nville	287	282	289	284	236	236	243	243	269	264	240	. .	315	310	233	. .	246	. .
y Bluff	278	278	283	278	236	236	243	243	265	257	231	. .	306	301	222	. .	237	. .
y Springs	252	252	265	265	211	211	217	217	248	246	207	. .	282	282	193	. .	215	. .
Lake	242	242	265	265	211	211	217	217	248	248	207	. .	282	282	193	. .	210	. .
ton	265	265	274	266	228	228	235	235	256	251	213	. .	294	286	204	. .	221	. .

AR - All Rail.
RWR - Rail-Water and Rail.

Add to Page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff, as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Glovers-ville		Grafton		Rogers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lyndon-ville	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)																	
MISSISSIPPI - Cont.																		
Hurley	299	294	298	293	249	249	256	256	287	282	274	. .	287	322	266	. .	273	. .
Iuka	246	246	252	252	207	207	203	207	238	231	208	. .	276	276	194	. .	207	. .
Jackson	276	276	282	247	226	228	235	235	255	248	234	. .	300	295	226	. .	239	. .
Kioto	287	282	289	284	236	236	243	243	269	264	249	. .	315	310	242	. .	255	. .
Kokomo	287	282	286	281	236	236	243	243	266	261	249	. .	312	307	242	. .	255	. .
Laurel	268	263	277	272	228	228	235	235	256	251	240	. .	306	301	233	. .	251	. .
Leakesville	290	281	282	285	237	237	245	241	270	261	264	. .	318	309	259	. .	264	. .
Lena	276	276	274	269	228	228	235	235	253	248	234	. .	300	295	226	. .	239	. .
Louisville	276	276	274	269	228	228	235	235	253	248	226	. .	300	295	218	. .	230	. .
Lucedale	278	278	277	272	228	228	235	235	254	251	244	. .	306	301	245	. .	251	. .
Lumberton	278	273	277	272	228	228	235	235	256	251	249	. .	306	301	242	. .	251	. .
Macon	259	255	262	258	211	211	218	218	240	236	226	. .	288	284	235	. .	238	. .
Marks	265	265	274	266	228	228	235	235	256	251	213	. .	294	286	204	. .	221	. .
Mathiston	265	265	274	266	228	228	235	235	256	251	218	. .	294	286	210	. .	224	. .
Meadville	306	300	307	302	254	254	260	260	287	282	267	. .	333	328	259	. .	271	. .
Meridian	259	255	262	258	211	211	218	218	240	236	234	. .	288	284	235	. .	238	. .
Mineral Wells	262	262	265	265	211	211	217	217	246	246	207	. .	282	282	207	. .	210	. .
Moorhead	265	265	274	266	228	228	235	235	256	251	224	. .	294	286	214	. .	227	. .
Natchez	287	282	289	284	236	236	243	243	269	264	249	. .	315	310	242	. .	255	. .
New Albany	262	262	265	265	211	211	217	217	246	246	207	. .	282	282	194	. .	213	. .
New Augusta	278	273	277	272	228	228	235	235	256	251	247	. .	306	301	238	. .	251	. .
Newton	276	276	274	269	228	228	235	235	253	248	231	. .	306	301	222	. .	235	. .
Pascagoula	278	273	277	272	228	228	235	235	256	251	251	. .	306	301	251	. .	251	. .
Pelahatchie	276	276	274	269	228	228	235	235	253	248	238	. .	300	295	229	. .	248	. .
Picayune	287	282	289	284	236	236	243	243	269	264	257	. .	315	310	247	. .	269	. .
Port Gibson	287	282	289	284	236	236	243	243	269	264	240	. .	315	310	233	. .	246	. .
Prentiss	305	300	307	302	254	254	260	260	287	282	256	. .	333	328	251	. .	263	. .
Prichard	262	262	265	265	211	211	217	217	246	246	210	. .	282	282	197	. .	213	. .
Quitman	269	260	271	262	216	216	224	220	249	240	237	. .	297	286	229	. .	243	. .
Raimere	276	276	274	269	228	228	235	235	253	248	234	. .	300	295	226	. .	239	. .
Richton	278	273	277	272	228	228	235	235	256	251	247	. .	300	295	236	. .	251	. .
Rolling Fork	298	278	288	278	236	236	243	243	262	257	231	. .	306	301	222	. .	235	. .
Rosedale	265	265	274	266	228	228	235	235	256	251	221	. .	294	286	210	. .	227	. .
Roxie	287	282	289	284	236	236	243	243	269	264	247	. .	315	310	238	. .	251	. .
Ruleville	265	265	274	266	228	228	235	235	256	251	221	. .	294	286	210	. .	224	. .
Sand Hill	277	277	274	269	228	228	235	235	253	242	234	. .	300	295	226	. .	239	. .
Saratoga	278	273	277	272	228	228	235	235	256	251	240	. .	306	301	233	. .	251	. .
Senatobia	262	262	265	265	211	211	217	217	246	246	210	. .	282	282	197	. .	213	. .
Silver Creek	287	282	289	284	236	236	243	243	269	264	244	. .	315	310	236	. .	248	. .
Sumrall	285	280	294	289	246	246	253	253	274	269	265	. .	324	319	259	. .	269	. .
Swan Lake	265	265	274	266	228	228	235	235	256	251	217	. .	294	286	207	. .	224	. .
Tunica	252	252	265	265	211	211	217	217	246	246	210	. .	282	282	197	. .	217	. .
Tupelo	256	252	259	255	211	211	218	218	236	232	210	. .	285	281	198	. .	217	. .
Tylertown	287	282	289	284	236	236	243	243	269	264	258	. .	315	310	251	. .	259	. .
Union	276	276	274	269	228	228	235	235	253	248	230	. .	300	295	222	. .	235	. .
Vicksburg:																		
A.R.-R.W.R.	278	278	285	278	236	236	243	243	262	257	238	. .	306	301	229	. .	243	. .
F.B.L. (Note B)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note Ca)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	226	. .	. .	. .
F.B.L. (Note E)	281	. .	. .	. .	. .	. .	253	. .	. .	. .	251	. .	. .	. .	221	. .	237	. .
F.B.L. (Note F)	262	. .	. .	. .	. .	. .	234	. .	. .	. .	228	. .	. .	. .	. .	. .	234	. .
M.V.B.L. (Note Ci)	280	. .	285	. .	224	. .	232	. .	248	. .	226	. .	281	. .	216	. .	232	. .
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Vanilla	287	282	289	284	236	236	243	243	269	264	240	. .	315	310	235	. .	246	. .
Water Valley	262	262	265	265	241	211	217	217	246	246	210	. .	282	282	200	. .	217	. .

AR - All Rail.
R&R - Rail-Water and Rail.

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SECTION 1-A - Continued

nd From Stations ame on pages 96 to 3, inclusive of Tar- f, as amended, taking to Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Clevers-ville		Grafton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lynden-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)																	
MISSISSIPPI - Cont.																		
esboro	269	260	271	262	216	216	224	220	249	240	240	. .	297	286	233	. .	243	. .
Point	256	252	259	255	211	211	218	218	236	232	218	. .	285	281	210	. .	224	. .
Mot	277	273	280	276	229	229	236	236	257	253	251	. .	305	301	253	. .	256	. .
gins	278	273	277	272	228	228	235	235	256	251	249	. .	306	301	242	. .	251	. .
ne	265	265	274	266	228	228	235	235	256	251	221	. .	294	286	214	. .	227	. .
ville	287	282	289	284	236	236	243	243	269	264	259	. .	315	310	264	. .	260	. .
o City	276	276	274	269	228	228	235	235	253	248	250	. .	300	296	222	. .	236	. .
NORTH CAROLINA																		
klin	225	216F	226	219F	185	181K	185	181K	203	196F	213	213	264	247F	214	214	225	225
SOUTH CAROLINA																		
e	211	198	215	202	169	160	169	162F	191	178	196	196	242	229	197	197	210	207
ndale	219	210	218	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	213
rson	211	207K	212	206K	169	165K	169	165K	188	184K	194	194	241	237K	197	197	207	207
rews	205	198F	206	201F	160	156K	160	156K	181	174F	189	189	233	226F	194	194	204	204
nwell	211	198	215	202	169	160	169	162F	191	178	196	196	242	229	197	197	210	207
esburg	211	198	215	202	169	160	169	162F	191	178	196	196	242	229	197	197	210	207
ton	211	207K	212	206K	169	165K	169	165K	188	184K	194	194	241	237K	197	197	207	207
nettsville	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
cksburg	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	193
ckville	211	198	215	202	169	160	169	162F	191	178	196	196	242	229	197	197	210	207
nheim	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
Buffalo	221	217K	221	217K	177	173K	177	173F	194	190K	203	203	250	246K	211	211	220	220
Buffalo	205	201K	205	201K	160	156K	160	156K	173	169K	186	186	233	229K	194	194	204	204
lhoun Falls	211	207K	212	206K	169	165K	169	165K	186	184K	194	194	241	237K	197	197	207	207
den	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
rlisle	205	201K	205	201K	160	156K	160	156K	177	173K	186	186	233	229K	194	194	204	204
tsmba	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	193
arleston	205	198F	206	201F	160	156K	160	156K	182	175F	189	189	233	226F	194	194	204	204
eraw	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
ester	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	193
esterfield	204	200K	206	204K	164	160K	164	160K	180	176K	189	189	236	232K	192	192	203	203
inton	205	201K	205	201K	160	156K	160	156K	177	173K	186	186	233	229K	194	194	204	204
io	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
lumbia	205	198F	206	201F	160	156K	160	156K	182	175F	189	189	233	226F	194	194	204	204
nway	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
coaw	219	210	218	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	213
rdesville	205	198F	206	201F	160	156K	160	156K	182	175F	189	189	233	226F	194	194	204	204
rlington	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
mark	211	198	215	202	169	160	169	162F	191	178	196	196	242	229	197	197	210	207
lton	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
dgefield	211	207K	212	206K	169	165K	169	165K	188	184K	194	194	241	237K	197	197	207	207
till	219	210	218	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	213
irfax	219	210	218	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	213
lorence	200	196K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
rt Lawn	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	193
orgetown	205	198F	206	201F	160	156K	160	156K	182	175F	189	189	233	226F	194	194	204	204
nitsville	211	198	215	202	169	160	169	162F	191	178	196	196	242	229	197	197	210	207
eat Falls	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	193
eenville	205	201K	205	201K	160	156K	160	156K	177	173K	186	186	233	229K	194	194	204	204
eenwood	211	207K	212	206K	169	165K	169	165K	188	184K	194	194	241	237K	197	197	207	207
14 S. Jct.	211	198	215	202	169	160	169	162F	191	178	196	196	242	229	197	197	210	207
rdeeville	219	210	218	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	213
rtsville	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	193
lly Hill	205	198F	206	201F	160	156K	160	156K	182	175F	189	189	233	226F	194	194	204	204
ckson	219	210	218	209	171	166H	173	169K	198	189	205	189	243	234	206	202	217	213

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff, as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amend																	
	Blevers-ville		Bratton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lynd-ville	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amend																	
SOUTH CAROLINA - Cont.																		
Kingville	205	198F	208	201F	160	156K	160	156K	182	176F	189	189	233	226F	194	194	204	
Lake City	205	198F	208	201F	160	156K	160	156K	182	176F	189	189	233	226F	194	194	204	
Lancaster	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	
Lando	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	
Lanes	205	198F	208	201F	160	156K	160	156K	182	176F	189	189	233	226F	194	194	204	
Laurens	205	201K	205	201K	160	156K	160	156K	177	173K	186	186	233	229K	194	194	204	
McBee	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	
McColl	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	
McCormick	211	207K	212	208K	169	165K	169	165K	186	184K	194	194	241	237K	197	197	207	
Marion	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	
Meggetts	211	198	215	208	169	160	169	162F	191	178	196	196	242	229	197	197	210	
Mullins	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	
Newberry	205	201K	205	201K	160	156K	160	156K	177	173K	186	186	233	229K	194	194	204	
North Augusta	219	210	216	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	
Orangeburg	205	198F	208	201F	160	156K	160	156K	182	176F	189	189	233	226F	194	194	204	
Pageland	223	219K	210	206K	166	162K	166	162K	185	179K	191	191	236	234K	194	194	206	
Parry	211	198	215	208	169	160	169	162F	191	178	196	196	242	229	197	197	210	
209 Pittsburg	211	198	212	199	169	160	169	162F	186	176	194	194	241	228	197	197	207	
205 Pittsburg	232	219	235	220	190	181	190	183F	209	196	215	215	262	249	218	218	228	
Poston	194	190	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	
Pregnall	205	198F	208	201F	160	156K	160	156K	182	176F	189	189	233	226F	194	194	204	
Richburg	215	211K	208	204K	161	157K	161	157K	181	177K	186	186	233	229K	189	189	201	
Rock Hill	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	
Russellville	213	206F	216	209F	166	164K	166	164K	190	183F	197	197	241	234F	202	202	211	
Saluda	221	208	225	212	179	170	179	172F	201	188	206	206	252	239	207	207	220	
Seneca	211	201K	212	208K	169	165K	169	165K	186	184K	194	194	241	237K	197	197	207	
Spartanburg	205	201K	205	201K	160	156K	160	156K	177	173K	186	186	233	229K	194	194	204	
Sumter	194	190K	198	194K	154	150K	154	150K	170	166K	179	179	226	222K	182	182	193	
Tillman	219	210	216	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	
Union	205	201K	205	201K	160	156K	160	156K	177	173K	186	186	233	229K	194	194	204	
Walterboro	211	198	215	208	169	160	169	162F	191	178	196	196	242	229	197	197	210	
Ware Shoals	211	207K	212	208K	169	165K	169	165K	186	184K	194	194	241	237K	197	197	207	
Winnsboro	205	198F	208	201F	160	156K	160	156K	182	176F	189	189	233	226F	194	194	204	
Tennessee	219	210	218	209	171	166H	173	169K	198	189	205	199	243	234	206	202	217	
York	197	193K	200	196K	154	150K	154	150K	173	169K	178	178	226	222K	182	182	193	
TENNESSEE																		
Arlington	252	252	265	265	211	211	217	217	246	246	203	. .	282	282	190	. .	207	. .
Armona	223	216F	223	216F	178	178	185	181K	203	196F	182	. .	250	243F	175	. .	199	. .
Ashland City	239	. .	255	255	192	. .	206	. .	239	239	190	. .	270	270	178	. .	209	. .
Athens	223	216F	223	216F	178	178	185	181K	203	196F	190	. .	250	243F	180	. .	198	. .
Bells	242	.	261	261	199	. .	210	. .	240	240	196	. .	267	267	181	. .	203	. .
Brownsville	246	. .	257	257	199	. .	210	. .	240	240	196	. .	270	270	184	. .	203	. .
Bruceton	239	. .	251	251	189	. .	199	. .	230	230	189	. .	267	267	176	. .	196	. .
Carthage	237	237	250	250	201	201	201	201	227	227	200	. .	267	267	190	. .	208	. .
Carthage Jct.	237	237	250	250	201	201	201	201	227	227	198	. .	267	267	190	. .	208	. .
Centreville	246	246	262	262	207	207	207	207	232	231	189	. .	276	276	183	. .	196	. .
Chattanooga	223	216F	229	222F	178	178	185	181K	203	196F	190	190	250	243F	184	184	198	
Clarksville	226	. .	242	242	179	. .	193	. .	226	226	176	. .	257	257	186	. .	188	. .
Cleveland	223	216F	223	216F	178	178	185	181K	203	196F	194	. .	250	243F	187	. .	200	. .
Columbia	236	236	242	242	194	194	194	219	219	186	. .	267	267	178	. .	191	. .	
Cookeville	239	239	252	252	204	204	204	204	229	228	201	. .	270	270	194	. .	211	. .
Copperhill	223	216F	223	216F	178	178	185	181K	203	196F	194	. .	250	243F	198	. .	204	. .
Cordell	219	219	223	223	166	166	174	174	196	196	188	. .	247	247	183	. .	176	. .
Covington	240	. .	267	267	207	. .	217	. .	248	248	199	. .	274	274	190	. .	207	. .
Crossville	226	226	230	230	178	176	181	181	206	206	190	. .	256	256	183	. .	196	. .
Dayton	223	216F	223	216F	178	178	185	181K	203	196F	188	. .	250	243F	175	. .	189	. .

AR. - All Rail.
R&R - Rail-Water and Rail.

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SECTION 1-A - Continued

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff, as amended.

And From Stations shown on pages 96 to 173, inclusive of Tariff, as amended, taking Rate Basis shown below:	Sievers-ville		Grafton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lyndon-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 464, inclusive of Tariff as amended.)																		
TENNESSEE - Con.																		
Grose	236	236	242	242	194	194	194	194	219	218	194	. .	267	267	186	. .	199	. .
Jackson	233	. .	249	249	189	. .	196	. .	223	223	186	. .	263	263	176	. .	189	. .
Jellap	236	236	242	242	194	194	194	194	219	218	201	. .	267	267	194	. .	207	. .
Jonesburg	239	. .	247	247	199	. .	207	. .	238	238	198	. .	264	264	184	. .	199	. .
Kingsport	219	219	223	223	168	168	174	174	198	198	170	. .	247	247	164	. .	176	. .
Kingston	229	. .	246	246	185	. .	196	. .	230	230	179	. .	260	260	172	. .	185	. .
Knowah	223	216F	235	216F	178	178	185	181K	205	196F	190	. .	250	243F	180	. .	196	. .
Knoxville	236	236	242	242	194	194	194	194	219	218	194	. .	267	267	186	. .	199	. .
Lafayette	219	219	223	223	168	168	174	174	198	198	178	. .	247	247	167	. .	176	. .
Lake Mountain	219	219	223	223	168	168	174	174	198	198	178	. .	247	247	167	. .	186	. .
Lark Ridge	215	. .	212	212	167	. .	167	. .	194	194	167	. .	241	241	154	. .	176	. .
Lallatin	229	229	242	242	194	194	194	194	219	218	178	. .	260	260	165	. .	179	. .
Larnt	219	219	223	223	168	168	174	174	198	198	168	. .	247	247	162	. .	176	. .
Lean Mary	219	219	223	223	168	168	174	174	198	198	168	. .	247	247	162	. .	176	. .
Leand Jct	258	258	265	265	211	211	217	217	246	246	205	. .	282	282	190	. .	207	. .
Leesville	207	205K	209	205K	157	157	161	157K	187	185K	170	. .	237	233K	168	. .	186	. .
Lerriman	219	219	223	223	168	168	174	174	198	198	178	. .	247	247	167	. .	180	. .
Lertsville	229	229	242	242	194	194	194	194	219	218	178	. .	260	260	168	. .	182	. .
Lewisburg	229	229	242	242	194	194	194	194	219	218	180	. .	260	260	170	. .	185	. .
Lickory Point	233	. .	250	250	187	. .	201	. .	235	235	184	. .	265	265	174	. .	190	. .
Lidewald	246	246	252	252	207	207	207	207	252	231	194	. .	276	276	186	. .	196	. .
Limboldt	242	. .	251	251	196	. .	207	. .	240	240	196	. .	267	267	181	. .	199	. .
Linkson	229	. .	254	254	199	. .	210	. .	240	240	196	. .	271	271	181	. .	208	. .
Lollico	219	219	221	221	168	168	174	174	198	198	167	. .	247	247	159	. .	173	. .
Linwood	226	. .	243	243	180	. .	194	. .	227	227	182	. .	258	258	173	. .	183	. .
Lisorville	207	205K	209	205K	157	157	161	157	187	185K	178	. .	237	233K	172	. .	186	. .
LaFollette	219	219	223	223	168	168	174	174	198	198	170	. .	247	247	164	. .	176	. .
Lake City	219	219	223	223	168	168	174	174	198	198	176	. .	247	247	167	. .	180	. .
Lawrenceburg	246	246	252	252	207	207	207	207	252	231	194	. .	276	276	186	. .	199	. .
Lebanon	229	229	242	242	194	194	194	194	219	218	186	. .	260	260	176	. .	189	. .
Lemoir City	223	216F	223	216F	178	178	185	181K	205	196F	186	. .	250	243F	179	. .	192	. .
Lewisburg	236	236	242	242	194	194	194	194	219	218	190	. .	267	267	184	. .	194	. .
Lexington	243	. .	259	259	196	. .	207	. .	236	236	196	. .	273	273	181	. .	199	. .
Liberty Hill	207	205K	209	205K	157	157	161	157K	187	185K	178	. .	237	233K	172	. .	185	. .
Lickenzie	238	. .	246	246	185	. .	203	. .	233	233	189	. .	265	265	176	. .	196	. .
Lidlinnville	236	236	242	242	194	194	194	194	219	218	196	. .	267	267	190	. .	208	. .
Ladisonville	223	216F	223	216F	178	178	185	181K	205	196F	190	. .	250	243F	180	. .	196	. .
Laben	219	219	223	223	168	168	174	174	198	198	176	. .	247	247	167	. .	180	. .
Lartin	236	. .	254	254	186	. .	194	. .	226	226	183	. .	261	261	171	. .	188	. .
Laryville	223	216F	223	216F	178	178	188	181K	205	196F	188	. .	250	243F	176	. .	188	. .
Lemphis:																		
A.R.-R.W.R.	252	252	265	265	211	211	217	217	246	246	207	. .	282	282	193	. .	210	. .
F.G.L. (Note E)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	183	. .	. .	. .
M.V.R.L. (Note C1)	227	. .	241	. .	205	. .	205	. .	235	. .	189	. .	267	. .	179	. .	194	. .
A.S.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Liddleton	252	252	265	265	211	211	217	217	246	246	199	. .	282	282	187	. .	207	. .
Lillen	229	. .	246	246	196	. .	207	. .	236	236	185	. .	264	264	176	. .	199	. .
Lontgomery	229	229	233	233	178	178	184	184	208	208	177	. .	257	257	169	. .	202	. .
Lorristown	207	205K	209	205K	157	157	161	157K	187	185K	178	. .	237	233K	168	. .	186	. .
Lascow	252	252	265	265	211	211	217	217	246	246	205	. .	282	282	190	. .	210	. .
Lurfreesboro	236	236	242	242	194	194	194	194	219	218	196	. .	267	267	176	. .	189	. .
Lashville	229	229	242	242	194	194	194	194	219	218	178	. .	260	260	168	. .	185	. .
Newport	207	205K	209	205K	157	157	161	157K	207	205K	188	. .	237	233K	175	. .	191	. .
Nicks Creek	219	219	223	223	168	168	174	174	198	198	170	. .	247	247	164	. .	176	. .
Paris	235	. .	244	244	189	. .	199	. .	233	233	185	. .	261	261	178	. .	193	. .

AR - All Rail.
RWR - Rail-water and Rail.

Add to Page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of Tariff, as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Clevers-ville		Grafton		Rogers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lyder-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)																	
TENNESSEE																		
Petros	219	219	223	223	166	166	174	174	196	196	178	. .	247	247	172	. .	185	. .
Pulaski	236	236	240	240	194	194	194	194	219	218	194	. .	267	267	186	. .	198	. .
Scottsboro	242	. .	256	256	186	. .	206	. .	241	241	186	. .	265	265	180	. .	198	. .
Selmer	246	246	260	260	207	207	207	207	228	231	199	. .	276	276	197	. .	207	. .
Sevierville	227	223K	269	265K	177	177	181	177K	207	203K	201	. .	257	253	196	. .	208	. .
Shooks	223	219K	235	231K	174	174	178	174K	204	200K	196	. .	254	250K	189	. .	208	. .
Somerville	252	252	265	265	211	211	217	217	246	246	205	. .	282	282	187	. .	207	. .
South Pittsburgh	236	236	242	242	194	194	194	194	219	218	194	. .	267	267	187	. .	200	. .
Sparta	236	236	242	242	194	194	194	194	219	218	204	. .	267	267	194	. .	207	. .
Springfield	226	. .	242	242	179	. .	185	. .	222	222	178	. .	267	267	186	. .	188	. .
Surgoinsville	197	197	201	201N	140	. .	149	. .	176	176	170	. .	240	240N	160	. .	178	. .
Tiprell	207	203K	209	205K	157	157	161	157K	187	183K	178	. .	237	233K	172	. .	180	. .
Tiptonville	240	. .	246	246	199	. .	208	. .	239	239	196	. .	265	265	184	. .	199	. .
Tracy City	236	236	242	242	194	194	194	194	219	218	200	. .	267	267	190	. .	203	. .
Tullahoma	236	236	242	242	194	194	194	194	219	218	192	. .	267	267	188	. .	196	. .
Union City	223	. .	232	232	186	. .	191	. .	222	222	180	. .	249	249	171	. .	186	. .
Watertown	236	236	249	249	200	200	200	200	226	226	196	. .	266	266	186	. .	203	. .
Waverly	236	. .	252	252	190	. .	196	. .	226	226	189	. .	267	267	177	. .	198	. .
White Bluff	233	. .	246	246	197	. .	196	. .	223	223	185	. .	265	265	176	. .	188	. .
Whiteville	252	252	265	265	211	211	217	217	246	246	199	. .	282	282	187	. .	207	. .
Wilder	230	230	234	234	179	179	185	185	209	209	201	. .	258	256	194	. .	207	. .

AR - All Rail.
RWR - Rail-Water and Rail.

e page 300 of Tariff:

SECTION 1-A - Continued

d From Stations
m on pages 96
173, inclusive
tariff as
nded, taking
e Basis shown
ow:

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.

	Montauk		New Egypt		New York		Niverton		Ogdensburg		Oil City		Patchogue		Petersburg	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
ALABAMA																
. . . . .	254	250	236	232	231	227	251	. . .	253	253	219	. . .	243	239	235	. . .
nder City . . .	250	235	212	205	207	200	221	221	234	230	213	213	219	212	219	219
ville	254	250	236	232	231	227	254	. . .	253	253	221	. . .	243	239	253	. . .
na.	240	253	232	215	217	210	209	209	240	240	201	201	229	226	207	207
lusia.	257	246	239	228	234	223	241	241	266	259F	234	234	246	236	236	226
ston	227	220	212	205	207	200	209	200	234	230	200	200	219	212	207	207
re	263	254	245	236	240	231	248	. . .	266	259	239	. . .	252	243	246	. . .
u La Batre . . .	263	254	245	236	240	231	248	. . .	266	259	248	. . .	256	243	255	. . .
ingham	240	233F	223	215F	217	210F	215	215	240	236K	207	207	229	222F	213	213
ton.	240	233	222	215	217	210	221	221	240	236	210	210	229	222	219	219
sburg.	240	233	222	215	217	210	218	218	240	236	207	207	229	222	216	216
. . . . .	240	233	222	215	217	210	209	209	240	236	198	198	229	222	207	207
ge.	254	250	236	232	231	227	255	. . .	253	253	221	. . .	243	239	228	. . .
. . . . .	252	248	254	250	248	244	279	. . .	271	271	243	. . .	261	257	252	. . .
tley	257	246	239	228	234	223	239	239	266	259F	230	230	246	236	236	236
ton.	257	246	239	228	234	223	241	241	266	259F	237	237	246	235	242	242
liant.	250	246	232	228	227	223	234	. . .	248	248	216	. . .	239	235	228	. . .
nville	271	267	253	249	248	244	244	. . .	269	269	234	. . .	260	256	243	. . .
. . . . .	250	246	232	228	227	223	226	. . .	248	248	219	219	239	235	228	. . .
ark.	284	275	266	257	261	252	221	. . .	287	280	257	. . .	273	264	. . .	. . .
ra	240	233F	222	215F	217	210F	221	221	240	236K	210	210	229	222F	217	217
ert.	263	254	245	236	240	231	248	. . .	266	259	239	. . .	252	243	246	. . .
iff.	240	233	222	215	217	210	218	218	240	236	207	207	229	222	216	216
olton	268	264	251	247	245	241	269	. . .	267	267	235	. . .	257	253	242	. . .
r Bluff.	250	228	212	209	207	200	206	206	234	230	201	201	219	212	204	204
om	286	277	268	259	268	254	271	. . .	289	282	264	. . .	275	266	270	. . .
see.	240	233F	222	215F	217	210	218	218	240	236K	210	210	229	222F	216	216
rkee	246	245	228	227	225	222	207	. . .	231	231	199	. . .	235	234	211	. . .
dersburg	240	233F	222	215F	217	210	215	215	240	236K	210	210	229	222F	213	213
taw City	268	274	265	256	260	251	256	. . .	286	279	246	. . .	272	263	254	. . .
ton.	240	233F	222	215F	217	210	224	224	240	236K	213	213	229	222F	222	222
a.	240	233	222	215	217	210	218	218	240	236K	210	210	229	222	219	219
well	272	268	254	250	248	244	279	. . .	271	271	246	. . .	261	257	251	. . .
man.	240	233	222	215	217	210	208	208	240	236K	199	199	229	222	211	211
tur.	233	232	215	214	210	209	205	. . .	231	231	196	. . .	222	221	205	. . .
polis.	254	250	236	232	231	227	258	. . .	253	253	228	. . .	243	239	231	. . .
an	247	233	229	215	224	210	226	217	257	246	237	237	236	222	233	233
. . . . .	257	246	239	228	234	223	241	241	266	259	239	239	246	236	243	243
rprise	257	246	239	228	234	223	241	241	266	259	237	237	246	236	241	241
ula.	236	221	218	205	215	200	220	210	253	242	230	230	235	210	215	209
tta.	250	246	232	228	227	223	224	. . .	248	248	216	. . .	239	235	225	. . .
n Bank.	250	246	232	228	227	223	235	. . .	248	248	217	. . .	239	235	228	. . .
ston	263	254	245	236	240	231	244	. . .	266	259	237	. . .	252	243	242	. . .
rala.	257	246	239	228	234	223	241	241	266	259	239	239	246	236	243	243
rence	246	245	228	227	225	222	205	. . .	231	231	196	. . .	235	234	207	. . .
y.	263	254	245	234	240	231	248	. . .	266	259	246	. . .	252	243	255	. . .
kiln	247	233	229	215	224	210	226	217	257	246	221	221	236	222	223	223
ce City.	263	254	245	236	240	231	244	. . .	266	259	237	. . .	252	243	242	. . .
dem.	230	225	212	205	207	200	209	209	234	230	198	198	219	212	207	207
ery	240	233F	222	215F	217	210F	221	221	240	236K	210	210	229	222F	219	219
ova	247	236	229	218	234	223	241	241	266	259F	239	239	246	236	243	243
ensboro	254	250	236	232	231	227	255	. . .	253	253	219	. . .	243	239	228	. . .
enville	257	246	239	228	234	223	236	235	266	259F	228	228	246	236	232	232
ley	253	232	215	214	210	209	206	. . .	231	231	196	. . .	222	221	204	. . .
nee Junction. . .	240	233	222	215	217	210	218	218	240	236	210	210	229	222	219	219

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amend														
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Pot
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amend														
ALABAMA - Cont.															
Halaapaka	236	221	218	203	213	198	220	210	253	242	219	219	225	210	215
Haleyville	250	246	232	228	227	223	211	. . .	248	248	205	. . .	230	235	215
Hardaway	247	233	229	215	224	210	226	217	257	246	225	225	236	222	228
Hartford	257	246	236	228	234	225	241	241	266	259F	239	239	246	235	240
Headland	247	233	229	215	224	210	226	217	257	246	237	237	236	222	233
Heflin	230	225	212	205	207	200	212	212	234	230	204	204	219	212	210
Huntsville	233	232	215	214	210	209	205	. . .	231	231	195	. . .	222	221	207
Hurtsboro	247	233	229	215	224	210	226	217	257	246	225	225	236	222	233
Jamestown	230	225	212	205	207	200	200	200	234	230	192	192	219	212	198
Jasper	240	233	222	215	217	210	218	218	240	236	210	210	229	222	219
Kimbrough	253	254	245	236	240	231	235	. . .	266	259	228	. . .	252	243	253
La Fayette	250	225	212	205	207	200	221	221	234	230	219	219	219	212	217
Lanett	236	221	218	203	213	198	220	210	253	242	215	215	225	210	215
Lehigh	240	233	222	215	217	210	215	215	240	236	204	204	229	222	213
Linden	253	254	245	236	240	231	235	. . .	266	259	228	. . .	252	243	253
Luverne	257	246	239	228	234	225	239	239	266	259F	228	228	246	235	235
Madrid	254	240	236	222	231	217	239	219	269	248	230	230	243	229	236
Meeloesville	240	233F	222	215F	217	210	224	224	240	236K	216	216	229	222F	222
Margaret	240	233F	227	215F	217	210F	231	231	240	236K	210	210	229	222F	219
Marigold	261	254	243	236	238	231,	236	236	261	257	228	228	250	243	240
Marion Junction	240	233F	222	215F	217	210F	226	226	240	236K	221	221	229	222F	231
Maylene	240	233F	222	215F	217	210F	221	221	240	236K	213	213	229	222F	222
Mobile:															
A.R.-R.W.R	253	254	245	236	240	231	248	. . .	266	259	243	. . .	252	243	251
F.B.L. (Note B)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
F.B.L. (Note Ca)	. . .	. . .	. . .	. . .	. . .	. . .	256	. . .	273	. . .	252	. . .	. . .	. . .	. . .
F.B.L. (Note E)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	271	. . .	247	. . .	. . .	. . .	261
Monroeton	253	254	245	236	240	231	239	. . .	266	259	230	. . .	252	243	237
Monroeville	253	254	245	236	240	231	242	. . .	266	259	234	. . .	252	243	242
Montgomery	247	233	229	215	224	210	226	217	257	246	219	219	236	222	228
Mudawah	253	254	245	236	240	231	255	. . .	266	259	228	. . .	252	243	253
Opelika	236	221	218	203	213	198	220	210	253	242	219	219	225	210	215
Ope	257	246	239	228	234	225	241	241	266	259F	237	237	246	235	241
Ozark	247	233	229	215	224	210	226	217	257	246	234	234	236	222	233
Panola	274	270	256	252	251	247	278	. . .	273	273	245	. . .	263	259	249
Pell City	240	233F	222	215F	217	210F	215	215	240	236K	204	204	229	222F	213
Phenix City	236	221	218	203	213	198	220	210	253	242	219	219	225	210	215
Piedmont	230	225	212	205	207	200	206	206	234	230	201	201	199	222	204
Pittsview	247	233	229	215	224	210	226	217	257	246	226	226	236	222	228
Red Bay	250	246	232	228	227	223	209	. . .	248	248	201	. . .	239	235	216
Reform	250	246	232	228	227	223	226	. . .	248	248	219	219	239	235	228
Riverview	236	221	218	203	213	198	220	210	253	242	216	216	225	210	215
Roanoke	230	225	212	205	207	200	221	221	234	230	216	216	219	212	217
Samson	257	246	239	228	234	225	239	239	266	259F	239	239	246	235	243
Satsuma	253	254	245	236	240	231	248	. . .	266	259	243	. . .	252	243	249
Selma	240	233F	222	215F	217	210F	226	226	240	236K	219	219	229	222F	228
Silas	289	285	270	266	266	262	287	. . .	285	285	255	. . .	278	274	265
Sipsey	240	233	222	215	217	210	229	229	240	236	213	213	229	222	219
Stevenson	233	232	215	214	210	209	199	. . .	234	224	188	. . .	222	221	198
Sumiton	253	254	245	236	240	231	242	. . .	266	259	234	. . .	252	243	240
Sylacauga	230	225	212	205	207	200	218	218	234	230	210	210	219	212	216
Talladega	230	225	212	205	207	200	212	212	234	230	207	207	219	212	210
Tallassee	264	250	246	232	240	226	243	234	274	263	239	239	252	239	249
Troy	247	233	229	215	224	210	226	217	257	246	228	228	236	222	232
Tuscaloosa	240	233	222	215	217	210	224	224	240	236	213	213	229	222	228
Tuskegee	264	250	246	232	240	226	243	234	274	263	239	239	252	239	237
Union Springs	247	233	229	215	224	210	226	217	257	246	225	225	236	222	235

AR - All Rail.
RWR - Rail-Water and Rail.

to page 300 of Tariff:

SECTION 1-A - Continued

and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND/OR TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Petersburg	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
ALABAMA - Conc.																
lley Head	230	225	212	205	207	200	199	199	234	230	188	188	219	212	198	198
egar Bend	263	254	245	236	240	231	248	. . .	266	259	243	. . .	252	243	249	. . .
rior	240	233	222	215	217	210	215	215	240	236	207	207	229	222	219	219
tsville	240	233F	222	215F	217	210F	212	212	240	236K	204	204	229	222F	210	210
field	250	246	232	228	227	225	224	. . .	248	248	206	216	239	235	225	. . .
ntley	271	267	253	249	248	244	280	. . .	271	271	247	. . .	260	256	258	. . .
lands	240	233	222	215	217	210	221	221	240	236	210	210	229	222	219	219
k	234	230	236	232	231	227	258	. . .	253	253	225	. . .	243	239	231	. . .
ARKANSAS																
lena:																
A.R.-R.W.R	270	265	252	247	247	242	215	. . .	250	250	205	. . .	259	254	222	. . .
F.B.L. (Note E)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	214	. . .	. . .	. . .	. . .	. . .
F.B.L. (Note P)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	197	. . .	. . .	. . .	. . .	. . .
A.B.L. (Item 90)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
FLORIDA																
achua	244	230	226	212	221	207	229	225	260	250	258	258	233	219	227	221
tha	257	246	239	228	234	223	241	241	266	259F	246	246	246	235	243	243
lachicola	244	230	226	212	221	207	229	225	260	250	257	257	233	219	227	221
dia	276	264	258	246	253	241	264	262	285	277	289	289	265	253	262	258
n Park	267	255	249	237	244	232	256	253	276	267	285	285	256	244	253	249
rineau Park	263	254	245	236	240	231	248	. . .	266	259	239	. . .	252	243	248	. . .
rton	267	255	249	237	244	232	256	253	276	267	281	281	256	244	253	249
ter	233	216	215	198	210	193	212	206	250	237	239	239	222	205	208	199
l	244	230	226	212	221	207	229	225	260	250	264	264	233	219	227	221
leglade-Chosen	276	264	258	246	253	241	264	262	285	277	301	301	265	253	262	258
untstown	267	246	239	228	234	223	241	241	281	274F	248	248	246	235	242	242
denton	267	255	249	237	244	232	256	253	276	267	278	278	256	244	253	249
nford	244	230	226	212	221	207	229	225	260	250	256	256	233	219	227	221
water	267	255	249	237	244	232	255	253	276	267	285	285	256	244	253	249
doksville	258	245	240	227	235	222	246	243	269	260	274	274	247	234	245	240
ker Hill	283	273	265	255	260	250	272	272	293	286F	301	301	272	262	270	266
pbellton	254	240	236	222	231	217	229	219	269	248	239	239	243	229	235	235
ter Hill	258	245	240	217	235	222	246	243	269	260	270	270	247	234	245	240
tury	263	254	245	236	240	231	244	. . .	266	259	237	. . .	252	243	242	. . .
ttahoochee	250	235	232	217	227	212	226	216	263	252	248	248	239	224	222	. . .
luota	258	245	240	227	235	222	246	243	269	260	278	278	247	234	245	240
arwater	267	255	249	237	244	232	255	253	276	267	285	285	256	244	253	249
wiston	276	264	258	246	253	241	264	262	285	277	301	301	265	253	262	258
ttondale	254	240	236	222	231	217	229	219	269	248	243	243	243	229	235	235
stview	257	246	239	228	234	223	241	241	266	259F	243	243	246	235	246	248
se City	244	230	226	212	221	207	229	225	260	250	266	266	233	229	227	221
tona Beach	249	236	231	218	226	213	236	235	266	256	266	266	238	225	236	231
unlak Springs	257	246	239	228	234	223	241	241	266	259F	248	248	246	235	248	248
ling Park	244	230	226	212	221	207	229	225	260	250	256	256	233	219	227	221
uel	258	245	240	227	235	228	246	243	269	260	278	278	247	234	245	240
ifton	250	235	232	217	227	212	226	216	263	252	248	248	239	224	232	216
nnelloh	249	236	231	218	226	213	236	235	266	256	266	266	238	225	236	231
erglades	283	273	231	221	260	250	272	272	293	286F	308	308	272	262	270	268
irfield	244	230	226	212	221	207	229	225	260	250	263	263	233	219	227	221
llmere	280	268	262	250	257	246	268	267	289	280	299	299	269	257	267	263
rnandina	233	218	215	198	210	193	212	206	250	237	237	237	222	205	208	199
Lauderdale	283	273	265	255	260	250	272	272	293	286F	308	308	272	262	270	268
Myers	283	273	265	255	260	250	272	272	293	286F	296	296	272	262	270	268
Pierce	267	255	249	237	244	232	256	253	276	267	293	293	256	244	253	249
nesville	244	230	226	212	221	207	229	225	260	250	256	256	233	219	227	221

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To and From Stations shown on pages 95 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 47 to 95, inclusive of Tariff as amended															
	Montaut		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Peter	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)															
FLORIDA - Cont.																
Graceville	257	246	239	228	234	223	241	241	266	256F	243	243	246	235	238	
Green Cove Springs	256	222	218	204	215	199	220	216	253	242	254	254	235	211	211	
Greenville	240	225	222	205	217	200	218	211	256	245	246	246	229	218	215	
Greenwood	270	256	252	238	247	233	250	241	281	270	263	265	259	245	257	
Haines City	258	245	240	227	236	223	246	243	269	260	261	261	247	254	248	
Hastings	244	230	226	212	221	207	229	225	260	250	258	258	233	219	227	
Hawthorne	244	230	226	212	221	207	229	225	260	250	258	258	233	219	227	
High Springs	244	230	226	212	221	207	229	225	260	250	258	258	233	219	227	
Hilliard	233	216	215	198	210	195	212	205	250	237	237	237	222	205	208	
Homestead	292	283	274	264	289	259	281	281	302	290G	315	315	281	271	279	
Hosford	244	230	226	212	221	207	229	225	260	250	248	248	233	219	227	
Jacksonville	233	216	215	198	210	195	212	205	250	237	239	239	222	205	208	
Jamieson	250	235	233	217	227	202	226	216	263	252	243	243	239	224	228	
Jasper	233	216	215	198	210	193	212	205	250	237	243	243	222	205	208	
Jupiter	276	264	258	246	253	241	264	262	286	277	296	296	265	253	262	
Kenansville	267	255	249	237	244	232	255	253	276	267	279	279	256	244	253	
Kissimmee	258	245	240	227	235	222	246	243	269	260	278	278	247	254	248	
Lake Butler	236	222	218	204	213	199	220	216	253	242	255	255	235	211	211	
Lake City	233	216	215	198	210	195	212	205	250	237	246	246	222	205	208	
Lakeland	267	255	249	237	244	232	255	253	276	267	281	281	256	244	253	
Lake Wales	267	255	249	237	244	232	255	253	276	267	281	281	256	244	253	
Lawtey	236	222	218	204	213	199	220	216	253	242	254	254	233	219	211	
Leesburg	249	236	231	218	226	213	238	235	266	256	269	269	238	225	228	
Live Oak	240	223	222	205	217	200	218	211	256	243	246	246	229	212	215	
Madison	240	223	222	205	217	200	218	211	256	243	246	246	229	212	215	
Marianna	254	240	236	222	231	217	229	219	269	248	243	243	243	229	235	
Mayo	244	230	226	212	221	207	229	225	260	250	259	259	233	219	227	
Maytown	249	236	231	218	226	213	238	235	266	256	276	276	238	225	228	
Melbourne	288	245	240	227	235	228	246	243	269	260	285	285	247	234	248	
Miami	283	273	265	255	280	260	272	272	293	284F	311	311	272	262	270	
Milton	257	246	239	228	[redacted]	223	242	242	266	256F	246	246	246	235	240	
Maple	283	273	265	255	[redacted]	260	272	272	293	284F	301	301	272	262	270	
Newberry	244	230	226	212	221	207	229	225	260	250	263	263	233	219	227	
Ocala	249	236	231	218	226	213	238	235	266	256	264	264	238	225	228	
Okeechobee	276	264	258	246	253	241	264	262	286	277	293	293	265	253	262	
Opal	276	264	258	246	253	241	264	262	286	277	296	293	265	253	262	
Orlando	248	235	240	227	235	222	246	243	269	260	277	277	247	254	248	
Otter Creek	249	236	231	218	226	213	238	235	266	256	269	269	238	225	228	
Palatka	244	230	226	212	221	207	229	225	260	250	258	258	233	219	227	
Palmdale	276	264	258	246	253	241	264	262	286	277	296	293	265	253	262	
Panama City	257	246	239	228	234	223	241	241	266	256F	248	248	246	235	237	
Pensacola	265	254	245	234	240	231	248	248	266	256	243	243	252	243	251	
Perry	244	230	226	212	221	207	229	225	260	250	257	257	233	219	227	
Pierson	240	226	221	218	226	213	238	235	266	256	264	264	238	225	228	
Pinetta	240	225	222	205	217	200	218	211	256	243	243	243	229	212	215	
Pinetta	261	244	243	226	238	221	239	238	277	274	260	260	250	233	238	
Plant City	267	255	249	237	244	232	255	253	276	267	278	278	256	244	253	
Port St. Joe	257	246	239	[redacted]	234	223	242	242	266	256F	257	257	246	235	240	
Potatoville	244	230	226	212	221	207	229	[redacted]	260	250	259	259	233	219	227	
Quincy	250	236	232	217	227	212	236	[redacted]	263	252	248	248	239	224	232	
St. Augustine	244	230	226	212	221	207	229	225	260	250	254	254	233	219	227	
St. Catherine	258	245	240	227	235	222	246	243	269	260	270	270	247	254	248	
St. Petersburg	267	255	249	237	244	232	255	253	276	267	288	288	256	244	253	
Sanderson	233	216	215	198	210	195	212	205	250	237	243	243	222	205	208	
Sanford	249	236	231	218	226	213	238	235	266	256	270	270	238	225	228	

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SECTION 1-A - Continued

nd From Stations own on pages 96 173, inclusive tariff as ended, taking te Basis shown ion:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Petersburg	
	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404, inclusive of Tariff as amended.)															
FLORIDA - Conc.																
sota	276	254	258	246	253	241	264	252	285	277	289	289	285	253	288	288
y Grove	244	230	226	218	221	207	229	225	260	250	253	253	255	219	227	221
h Boca Grande	283	273	265	255	260	250	272	272	295	286F	296	296	272	288	270	268
h Jacksonville	256	222	218	204	213	199	220	216	253	242	246	246	255	211	211	206
ahassee	250	256	252	217	227	212	276	216	265	252	248	248	259	254	268	276
a	267	256	248	237	244	232	256	253	276	267	281	281	257	245	253	249
sville	258	245	240	227	235	222	246	243	269	260	277	277	247	254	245	240
lle	244	230	226	218	221	207	229	225	260	250	256	256	255	219	227	221
Palm Beach	285	273	265	255	260	250	272	272	295	286F	301	301	272	288	270	268
iston	249	236	231	218	226	213	236	235	266	256	265	265	238	265	236	231
er Garden	258	245	240	227	235	222	246	243	269	260	277	277	247	254	245	240
er Haven	267	255	249	237	244	232	255	253	276	267	281	281	256	244	253	249
gstown	257	246	239	228	234	223	241	241	266	259F	246	246	246	255	243	243
n	236	222	218	204	213	199	220	216	253	242	246	246	225	211	211	206
GEORGIA																
ville	253	216	215	198	210	193	212	205	250	237	250	250	222	206	208	199
ny	236	221	218	205	213	198	220	210	253	242	250	250	225	210	215	209
	222	205	204	187	199	182	208	201	244	231	234	234	211	194	206	196
icus	236	221	218	205	213	198	220	210	253	242	238	238	225	210	215	209
ngton	236	221	218	205	213	198	220	210	253	242	237	237	225	210	215	209
ps	219	212F	201	194F	196	189F	203	203	237	233K	213	213	208	201F	201	201
nta	219	212F	201	194F	196	189F	203	203	237	233K	206	206	208	201F	201	201
sta	212	205	194	185	189	180	192	188	231	223	210	210	201	192	188	184
bridge	236	221	218	205	213	198	220	210	253	242	246	246	225	210	215	209
ay	222	205	204	187	199	182	208	201	244	231	234	234	211	194	206	196
Ridge	217	210F	199	192F	194	187F	197	197	227	227	192	192	206	199F	196	196
ire	253	216	215	198	210	193	212	205	250	237	221	221	222	206	206	199
an	222	215F	204	197F	199	192F	208	208	231	227K	204	204	211	204F	201	201
an	222	215F	204	197F	199	192F	208	208	231	227K	204	204	211	204F	201	201
Bridgeboro	236	221	218	205	213	198	220	210	253	242	234	234	225	210	215	209
Bridgeboro	257	242	239	224	234	219	241	231	274	263	251	251	246	231	236	230
wick	222	205	204	187	199	182	208	201	244	231	230	230	211	194	206	196
a Vista	236	221	218	205	213	198	220	210	253	242	225	225	225	210	215	209
rd	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	201	201
t	219	212F	201	194F	196	189F	203	203	237	233K	216	216	208	201F	201	201
ton	219	212F	201	194F	196	189F	203	203	237	233K	213	213	208	201F	201	201
on	222	215F	204	197F	199	192F	208	208	231	227K	201	201	211	204F	201	201
olliton	222	215F	204	197F	199	192F	208	208	231	227K	204	204	211	204F	201	201
sville	222	215F	204	197F	199	192F	200	200	231	227K	198	198	211	204F	198	198
Spring	222	215F	204	197F	199	192F	208	208	231	227K	198	198	211	204F	201	201
rtown	222	215F	204	197F	199	192F	208	208	231	227K	198	198	211	204F	201	201
nat	217	210F	199	192F	194	187F	194	194	220	220	185	185	206	199F	192	192
nworth	222	215F	204	197F	199	192F	194	194	231	227K	192	192	211	204F	192	192
ton	219	203	201	185	196	180	199	191	237	222	225	225	208	192	196	186
Clyattville	230	228	222	205	217	200	218	211	256	243	243	243	229	212	215	206
Clyattville	261	244	243	226	238	221	239	232	277	274	260	260	250	233	236	227
	212	203	194	185	189	180	192	188	231	223	213	213	201	192	188	184
bus	236	221	218	205	213	198	220	210	253	242	219	219	225	210	215	209
rce	219	212F	201	194F	196	189F	203	203	237	233K	213	213	208	201F	201	201
le	253	216	215	198	210	193	212	205	250	237	228	228	222	206	208	199
lia	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	201	201
gton	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	201	201
ta	236	221	218	205	213	198	220	210	253	242	221	221	225	210	215	209
ert	236	221	218	205	213	198	220	210	253	242	234	234	25	210	215	209
n	222	215F	204	197F	199	192F	194	194	231	227K	188	188	211	204F	192	192

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive, of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as am														
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as am														
GEORGIA - Con.															
Dawes Ferry	219	212F	201	194F	196	189F	203	208	237	233K	216	216	208	201F	2
Dawson	236	221	218	208	213	198	220	210	253	242	230	230	225	210	2
Douglas	233	216	215	198	210	193	212	206	250	237	237	237	222	206	2
Dublin	222	213	204	196	199	190	199	196	240	232	225	225	211	202	1
Durand	236	221	218	208	213	198	220	210	253	242	216	215	225	210	2
Durham	230	223	212	206	207	200	199	199	234	230	188	138	219	212	1
Egypt	212	203	194	185	189	180	192	188	231	223	226	226	201	192	1
Elberton	219	212F	201	194F	196	189F	203	203	237	233K	206	206	208	201F	2
Empire	233	216	215	198	210	193	212	206	250	237	225	226	222	206	2
Fitzgerald	233	216	215	198	210	193	212	206	250	237	234	234	222	206	2
Folkston	232	216	215	198	210	193	212	206	250	237	237	237	222	205	2
Fort Gaines	236	221	218	208	213	198	220	210	253	242	237	237	225	210	2
Fort Valley	219	212F	201	194F	196	189F	203	208	237	233K	219	219	208	201F	2
Gainesville	219	212F	201	194F	196	189F	203	203	237	233K	213	213	208	201F	2
(205) Garfield	222	213	204	196	199	190	199	195	240	232	223	223	211	202	1
(205) Garfield	243	234	225	216	220	211	220	216	262	254	244	244	232	223	2
(205) Gracewood	222	213	204	196	199	190	199	196	240	232	205	205	211	202	1
(205) Gracewood	243	234	225	216	220	211	220	216	262	254	226	226	232	223	2
Griffin	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	2
Hartwell	219	212F	201	194F	196	189F	203	203	237	233K	213	213	208	201F	2
Haylow	233	216	215	198	210	193	212	206	250	237	239	239	222	206	2
Hazlehurst	233	216	215	198	210	193	212	206	250	237	234	234	222	206	2
Helena	233	216	215	198	210	193	212	206	250	237	228	228	222	206	2
Hooker	217	210F	199	192F	194	187F	194	194	221	221	185	185	206	199F	1
Hoschton	219	212F	201	194F	196	189F	203	203	237	233K	213	213	208	201F	2
Jefferson	219	212F	201	194F	196	189F	203	203	237	233K	216	216	208	201F	2
Jeffersonville	219	212F	201	194F	196	189F	203	203	237	233K	221	221	208	201F	2
Jesup	222	205	204	187	199	182	208	201	244	231	228	228	211	194	2
Junction City	236	221	218	198	213	198	220	210	253	242	219	219	225	210	2
(205) Keysville	222	213	204	196	199	190	199	196	240	232	211	211	211	202	1
(205) Keysville	243	234	225	216	220	211	220	216	262	254	233	233	232	223	2
Kildare	212	203	194	189	189	180	192	188	231	223	221	221	201	192	1
La Grange	236	221	218	208	213	198	220	210	253	242	215	215	225	210	2
Lakeland	220	233	232	216	227	210	228	221	267	254	243	243	239	222	2
Lavonia	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	2
Lawrenceville	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	2
Louisville	222	213	204	185	199	190	199	195	240	232	221	221	211	202	1
McDonough	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	2
Macken	219	212F	201	194F	196	189F	203	203	237	233K	216	216	208	201F	2
Macon	219	212F	201	194F	196	189F	203	203	237	233K	219	219	208	201F	2
Madison	219	212F	201	194F	196	189F	203	203	237	233K	216	216	208	201F	2
Manlo	230	223	212	206	207	200	200	200	234	230	192	192	219	212	1
Midville	222	213	204	196	199	190	199	196	240	232	221	221	211	202	1
Milledgeville	219	212F	201	194F	196	189F	203	203	237	233K	219	219	208	201F	2
Millen	212	203	194	185	189	180	192	188	231	223	219	219	201	192	1
Milstead	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	2
Montezuma	236	221	218	208	213	198	220	210	253	242	221	221	225	210	2
Moultrie	236	221	218	208	213	198	220	210	253	242	237	237	225	210	2
(205) Nashville	233	216	215	198	210	193	212	206	250	237	242	242	222	206	2
(205) Nashville	254	237	236	219	231	214	233	226	271	258	260	260	243	226	2
Newman	219	212F	201	194F	196	189F	203	203	237	233K	207	207	208	201F	2
Oakfield	236	221	218	208	213	198	220	210	253	242	230	230	225	210	2
Offerman	222	205	204	187	199	182	208	201	244	231	230	230	211	194	2
(205) Pavo	233	216	215	200	210	196	220	210	253	242	253	253	222	207	2
(205) Pavo	254	237	236	221	231	216	241	231	274	262	274	274	243	228	2

AR - All Rail.
RWR - Rail-Water-and Rail.

to page 300 of Tariff:

SECTION 1-A - Continued

From and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.															
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Petersburg	
	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
GEORGIA - Conc.																
Athens	236	221	218	203	213	198	220	210	253	242	237	237	225	210	215	209
Atlanta	233	216	215	198	210	193	212	206	250	237	239	239	222	206	206	199
(D) Atlanta	233	216	215	198	210	193	212	206	250	237	239	239	222	206	206	199
(S) Atlanta	254	237	236	219	231	214	233	226	271	258	260	260	242	226	229	220
Augusta	219	203	201	185	196	180	199	171	237	222	225	225	208	191	196	187
Bainbridge	236	221	218	203	213	198	220	210	253	242	225	225	225	210	215	209
Blackshear	222	215F	204	197F	199	192F	203	203	231	227K	198	198	211	204F	201	201
Blue	222	215F	204	197F	199	192F	200	200	231	227K	195	195	211	204F	198	198
Brunswick	233	216	215	198	210	193	212	206	250	237	239	239	222	206	206	199
Camden	251	234	233	216	228	211	230	223	268	255	254	254	240	223	226	217
(D) Cedartown	236	221	218	203	213	198	220	210	253	242	237	237	225	210	215	209
(D) Cedartown	257	242	239	224	234	219	241	231	274	263	258	258	246	231	236	230
Centerville	222	213	204	195	199	190	199	195	240	232	228	228	211	202	196	192
Cordele	212	203	194	185	189	180	192	186	231	223	216	216	201	192	186	184
Savannah	212	203	194	185	189	180	192	186	231	223	219	219	201	192	186	184
Cochran	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	201	201
Cuthbert	222	213	204	195	199	190	199	195	240	232	228	228	211	202	196	192
Dalton	219	203	201	185	196	180	199	191	237	222	221	221	208	191	196	188
(A) Dawson	222	213	204	195	199	190	199	195	240	232	221	221	211	202	196	192
(B) Dawson	243	234	225	216	220	211	220	216	262	254	249	249	232	223	217	213
Dillulah Falls	222	215F	204	197F	199	192F	203	203	231	227K	213	213	211	204F	201	201
Dunnille	222	213	204	195	199	190	199	195	240	232	225	225	211	202	196	192
Edmaston	219	212F	201	194F	196	189F	203	203	237	233K	216	216	208	201F	201	201
Edmarville	236	221	218	203	213	198	220	210	253	242	239	239	225	210	215	209
(S) Ticknor	236	221	218	203	213	198	220	210	253	242	237	237	225	210	215	209
(D) Ticknor	257	242	239	224	234	219	241	231	274	263	255	255	246	231	236	230
Elfton	233	216	215	198	210	193	212	206	250	237	234	234	222	206	206	199
Ellsboro	222	213	204	195	199	190	199	195	240	232	221	221	211	202	196	192
Emporia Jct	219	212F	201	194F	196	189	203	203	237	233K	213	213	208	201F	201	201
Fenton	230	223	212	205	207	200	196	195	234	227	185	185	219	212	196	196
Fulton	222	215F	204	197F	199	192F	199	199	231	227K	188	188	211	204F	196	196
Fulton Point	219	212F	201	194F	196	189F	203	203	237	233K	219	219	208	201F	201	201
(A) Uvalda	222	213	204	195	199	190	199	195	240	232	234	234	211	202	196	192
(B) Uvalda	243	234	225	216	220	211	220	216	262	254	251	251	232	223	217	213
Valdosta	233	216	215	198	210	193	212	206	250	237	239	239	222	206	206	199
Vaughn	219	212F	201	194F	196	189F	203	203	237	233K	210	210	208	201F	201	201
Vidalia	222	213	204	195	199	190	199	195	240	232	230	230	211	202	196	192
Washington	219	212F	201	194F	196	189F	203	203	237	233K	221	221	208	201F	201	201
Waycross	222	206	204	187	199	182	206	201	244	231	234	234	211	194	206	196
Waynesboro	212	203	194	185	189	180	192	186	231	223	216	216	201	192	186	184
Woodbine	233	216	215	198	210	193	212	206	250	237	230	230	222	206	206	199
Woodbury	236	221	218	203	213	198	220	210	253	242	215	215	225	210	215	209
Woodcliff	233	224	215	206	210	201	213	209	252	244	237	237	222	214	206	206
Wrightsville	232	223	214	205	209	200	209	206	250	242	235	235	221	213	206	202
LOUISIANA																
Baton Rouge:	283	278	265	260	260	255	256	276	276	276	248	272	267	262		
A.R.-R.W.R.	283	278	265	260	260	255	253	276	276	276	254	272	267	262		
F.B.L. (Note B)																
F.B.L. (Note C)																
F.B.L. (Note E)			262		257		253		263		246			261		
F.B.L. (Note F)											241					
M.V.B.L. (Note C)											240					
A.B.L. Item 90)																
Bolivia	283	278	265	260	260	255	256	276	276	276	248	272	267	262		
Bunkie	283	278	265	260	260	255	254	276	276	276	247	272	267	262		
Clinton	283	278	265	260	260	255	256	276	276	276	251	272	267	262		

(A) - All Rail.
(B) - Rail-water-rail and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Peter	
	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended															
LOUISIANA - Conc.																
Franklinton	283	278	265	260	260	255	259		276	276	250		272	267	265	
Hammond	283	278	265	260	260	255	259		276	276	250		272	267	265	
Mandeville	283	278	265	260	260	255	263		276	276	254		272	267	260	
New Orleans:																
A.R.-R.W.R	283	278	265	260	260	255	264		276	276	257		272	267	265	
F.B.L. (Note B)																
F.B.L. (Note Ca)									266		252				261	
F.B.L. (Note E)							256		263		247					
F.B.L. (Note P)									259		244					
M.V.B.L. (Note Ci)											243					
A.B.L. (Item 90)																
Reserve	283	278	265	260	260	255	264		276	276	259		272	267	267	
St. Francisville	283	278	265	260	260	255	263		276	276	254		272	267	265	
Slidell	283	278	265	260	260	255	263		276	276	254		272	267	260	
Wilson	283	278	265	260	260	255	255		276	276	248		272	267	262	
MISSISSIPPI																
Aberdeen	250	246	232	228	227	223	218		248	248	209		229	225	224	
Ackerman	247	242	249	244	244	239	225		254	254	217		256	251	251	
Amory	250	246	232	228	227	223	217		248	248	209		229	225	224	
Batesville	240	240	242	242	237	237	215		237	237	203		249	249	219	
Beaumont	270	265	252	247	247	242	250		269	269	241		259	254	251	
Belmont	260	256	252	228	227	223	213		248	248	199		229	225	215	
Belzoni	247	242	249	244	244	239	229		254	254	221		256	251	236	
Brookhaven	283	278	265	260	260	255	246		276	276	229		272	267	251	
Bruce	251	246	273	268	268	263	241		271	271	251		260	275	247	
Calhoun City	270	265	252	247	247	242	218		250	250	209		259	254	234	
Canton	247	242	249	244	244	239	233		254	254	225		256	251	240	
Centreville	283	278	265	260	260	255	255		276	276	248		272	267	262	
Charleston	270	265	252	247	247	242	226		250	250	217		259	254	252	
Clarksdale	270	265	252	247	247	242	218		250	250	209		259	254	234	
Cleveland	270	265	252	247	247	242	222		250	250	213		259	254	228	
Columbia	281	276	263	260	260	255	250		276	276	241		272	267	257	
Columbus	270	265	252	247	247	242	221		248	248	213		259	254	228	
Corinth	249	245	231	227	223	222	204		231	231	193		235	234	206	
Crystal Springs	283	278	265	260	260	255	241		276	276	233		272	267	248	
DeKalb	251	247	243	239	239	234	265		261	261	231		250	246	247	
Dundee	270	265	252	247	247	242	218		250	250	205		259	254	232	
Durant	247	242	249	244	244	239	229		254	254	221		256	251	236	
Edinburg	247	242	249	244	244	239	241		254	254	253		256	251	248	
Electric Mills	254	250	235	231	231	227	256		253	253	225		243	239	240	
Fulkner	240	240	242	242	237	237	201		237	237	189		249	249	208	
Fenwick	301	296	283	278	278	273	271		293	293	263		290	285	278	
Fernwood	283	278	265	260	260	255	250		276	276	241		272	267	257	
Fulton	294	290	276	272	241	237	234		293	293	216		253	249	231	
Gatesville	283	278	265	260	260	255	241		276	276	233		272	267	248	
Greenville	270	265	252	247	247	242	229		250	250	221		259	254	236	
Greenwood	270	265	252	247	247	242	225		250	250	217		259	254	232	
Grenada	270	265	252	247	247	242	218		250	250	209		259	254	234	
Gulfport	270	265	252	247	247	242	256		260	260	250		259	254	258	
Gwin	247	242	249	247	244	239	229		254	254	221		256	251	236	
Hattiesburg	270	265	252	247	247	242	246		269	269	239		259	254	249	
Hernanville	283	278	265	260	260	255	244		276	276	256		272	267	251	
Holly Bluff	278	271	258	253	253	248	253		263	263	225		266	260	240	
Holly Springs	260	260	242	242	237	237	208		237	237	196		249	249	211	
Horn Lake	260	260	242	242	237	237	208		237	237	194		249	249	211	
Houston	270	265	252	247	247	242	218		250	250	206		259	254	230	

AR - All Rail.
RNR - Rail-water and Rail.

SECTION 1-A - Continued

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.

and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Petersburg	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (Per Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
MISSISSIPPI - Con.																
rley	301	296	283	278	278	273	278		290	290	269		290	285	278	
ks	246	245	228	227	225	223	205		231	231	197		256	251	243	
kson	267	262	249	244	244	239	236		254	254	229		272	267	260	
tc.	283	278	265	260	260	255	253		276	276	245		289	284	278	
komo	294	289	282	277	277	272	253		272	272	245		289	284	258	
urel	270	265	252	247	247	242	244		269	269	236		259	254	246	
uksville	284	275	265	257	261	252	269		287	280	257		273	264	270	
on	267	262	249	244	244	239	236		254	254	229		256	251	243	
ulsville	267	262	249	244	244	239	229		254	254	221		256	251	233	
cedale	270	265	252	247	247	242	248		269	269	237		259	254	249	
berton	270	265	252	247	247	242	253		267	267	245		289	254	251	
con	254	250	236	232	231	227	254		253	253	221		243	239	233	
rks	270	265	252	247	247	242	215		250	250	205		259	254	222	
thiston	270	265	252	247	247	242	222		250	250	213		259	254	228	
adville	301	296	283	278	278	273	269		293	293	262		290	285	276	
idian	254	250	236	232	231	227	262		253	253	228		243	239	237	
neral Wells	280	280	242	242	237	237	248		237	237	196		249	249	211	
rehead	270	265	252	247	247	242	228		250	250	217		259	254	222	
tches	283	278	265	260	260	255	253		276	276	245		272	267	260	
w Albany	280	280	242	242	237	237	208		237	237	197		249	249	212	
w Augusta	270	265	252	247	247	242	258		269	269	241		259	254	251	
nton	267	262	249	244	244	239	253		254	254	225		256	251	240	
scagoula	270	265	252	247	247	242	258		269	269	251		259	254	258	
lahatchie	267	262	249	244	244	239	241		254	254	233		256	251	246	
cayune	283	278	265	260	260	255	259		276	275	250		272	267	258	
rt Gibson	283	278	265	260	260	255	244		276	275	236		272	267	251	
rentiss	301	296	283	278	278	273	281		293	293	254		290	285	268	
richard	280	280	242	242	237	237	212		237	237	199		249	249	215	
itman	283	254	245	236	240	231	241		266	259	230		252	243	240	
lmers	267	262	245	240	244	239	256		254	254	229		256	251	243	
chton	270	265	252	247	247	242	248		269	269	239		259	254	249	
lling Fork	276	271	256	253	253	248	233		263	263	225		265	260	240	
edale	270	265	252	247	247	242	222		260	260	213		259	254	228	
xie	283	278	265	260	260	255	250		276	276	241		272	267	257	
lsville	270	265	252	247	247	242	228		250	250	213		259	254	228	
nd Hill	267	262	249	244	244	239	236		254	254	229		256	251	243	
ratoga	270	265	252	247	247	242	244		269	269	236		259	254	251	
natobia	280	280	242	242	237	237	212		237	237	199		249	249	215	
lver Creek	283	278	265	260	260	255	246		276	276	239		272	267	253	
rrell	298	283	270	65	265	260	268		296	286	260		277	272	270	
en Lake	270	265	252	247	247	242	218		250	250	209		259	254	225	
nica	280	280	242	242	237	237	212		237	237	199		249	249	215	
pelo	250	246	232	228	227	223	212		248	248	201		239	235	216	
rtom	283	278	265	260	260	255	262		276	276	254		272	267	269	
ion	267	262	249	244	244	239	233		254	254	225		256	251	240	
cksburg:																
A.R.-R.W.R	276	271	258	253	253	248	241		263	263	233		265	260	248	
F.B.L. (Note B)																
F.B.L. (Note Ca)											226				242	
F.B.L. (Note E)							234				233					
F.B.L. (Note F)																
K.V.S.L. (Note C1)	283		244		238		229		252		221		267		237	
A.R.L. (Item 90)																
illa	283	278	265	260	260	255	244		276	276	236		272	267	251	
ter Valley	280	280	242	242	237	237	212		237	237	203		249	249	213	

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Waterlo	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.															
MISSISSIPPI - Cont.																
Waynesboro	263	254	245	236	240	231	244	. . .	266	259	236	. . .	252	243	248	
West Point	250	246	232	228	227	223	241	. . .	248	248	213	. . .	239	235	228	
Why Not	271	267	253	249	248	240	280	. . .	271	271	247	. . .	260	256	256	
Wiggins	270	266	252	247	247	242	253	. . .	269	269	245	. . .	259	254	255	
Winona	270	266	252	247	247	242	235	. . .	250	250	217	. . .	259	254	251	
Woodville	283	278	265	260	260	255	264	. . .	275	275	237	. . .	272	267	271	
Yazoo City	267	262	249	244	244	239	233	. . .	254	254	22[illegible]	. . .	256	251	240	
NORTH CAROLINA																
Franklin	217	210	199	192F	194	187F	203	203	237	237	219	219	206	199F	201	
SOUTH CAROLINA																
Aiken	205	192	187	174	182	169	189	185	224	216	203	203	194	181	187	
Allendale	212	205	194	185	189	180	192	188	231	223	210	210	201	192	198	
Anderson	202	196K	184	180K	179	175K	189	189	221	217K	201	201	191	187K	187	
Andrews	196	189F	178	171F	173	166F	181	181	217	213K	194	194	185	178F	178	
Barnwell	205	192	187	174	182	169	189	185	224	216	203	203	194	181	187	
Batesburg	205	192	187	174	182	169	189	185	224	216	201	201	194	181	187	
Belton	202	196K	184	180K	179	175K	189	189	221	217K	201	201	191	187K	187	
Bennettsville	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
Blackburg	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	
Blackville	205	192	187	174	182	169	189	185	224	216	201	201	194	181	187	
Blenheim	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
(208) Buffalo	208	204K	198	194K	185	181K	188	188	230	226K	210	210	197	193K	194	
(208) Buffalo	187	183K	169	165K	164	160K	181	181	213	209K	196	196	176	172K	178	
Calhoun Falls	202	196K	184	180K	179	175K	189	189	221	217K	201	201	191	187K	187	
Camden	184	180K	166	162K	161	157K	172	172	207	203K	189	189	173	169K	170	
Carlisle	191	187K	173	169K	168	164K	181	181	213	209K	194	194	180	176K	178	
Catawba	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	
Charleston	196	189F	178	171F	173	166F	181	181	217	213K	203	203	185	178F	178	
Cheraw	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
Chester	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	
Chesterfield	194	190K	176	172K	171	167K	182	182	217	213K	193	193	183	179K	180	
Clinton	191	187K	173	169K	168	164K	181	181	213	209K	194	194	180	176K	178	
Clio	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
Columbia	196	189F	178	171F	173	166F	181	181	217	213K	194	194	185	178F	178	
Conway	184	180K	166	162K	161	157K	172	172	207	203K	193	193	173	169K	170	
Coosaw	212	205	194	185	189	180	192	188	231	223	216	216	201	192	188	
Cordesville	196	189F	178	171F	173	166F	181	181	217	213K	196	196	185	178F	178	
Darlington	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
Denmark	205	192	187	174	182	169	189	185	224	216	201	201	194	181K	187	
Dillon	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
Edgefield	202	196K	184	180K	179	175K	189	189	221	217K	206	206	191	187K	187	
Estill	212	205	194	185	189	180	192	188	231	223	213	213	201	192	188	
Fairfax	212	205	194	185	189	180	192	188	231	223	210	210	201	192	188	
Florence	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
Fort Lawn	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	
Georgetown	196	189F	178	171F	173	166F	181	181	217	213K	196	196	186	178F	178	
Graniteville	205	192	187	174	182	169	189	185	224	216	203	203	194	181	187	
Great Falls	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	
Greenville	191	187K	173	169K	186	164K	181	181	213	209K	194	194	180	176K	178	
Greenwood	202	196K	184	180K	179	175K	189	189	221	217K	201	201	191	187K	187	
H.& B. Jct	205	192	187	174	182	169	189	185	224	216	207	207	194	181	187	
Hardeeville	212	205	194	185	189	180	192	188	231	223	219	219	201	192	188	
Hartsville	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	
Holly Hill	196	189F	178	171F	173	166F	181	181	217	213K	199	199	186	178F	178	
Jackson	212	205	194	185	189	180	192	188	231	223	210	210	201	192	198	

AR - All Rail.
RWR - Rail-Water and Rail.

to page 300 of Tariff:

SECTION 1-A - Continued

nd From Stations own on pages 96 173, inclusive tariff as ended, taking te Basis shown low:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Petersburg	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
OUTH CAROLINA - Conc.																
rville	196	189F	178	171F	173	166F	181	181	217	213K	196	196	185	178F	178	178
City	196	189F	178	171F	173	166F	181	181	217	213K	194	194	185	178F	178	178
aster	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	170
o	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	170
s	196	189F	178	171F	173	166F	181	181	217	213K	194	194	185	178F	178	178
ens	191	187K	173	169K	168	164K	181	181	213	209K	194	194	180	176K	178	178
e	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	170
ll	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	170
rnick	202	196K	184	180K	179	176K	189	189	221	217K	201	201	191	187K	187	187
ton	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	170
tts	205	192	187	174	182	169	189	185	224	216	203	203	194	181	187	182
lins	184	180K	166	162K	161	157K	172	172	207	203K	185	185	173	169K	170	170
berry	191	187K	173	169K	168	164K	181	181	213	209K	194	194	180	176K	178	178
h Augusta	212	208	194	186	189	180	192	188	231	223	210	210	201	192	188	184
ngeburg	196	189F	178	171F	173	166F	181	181	217	213K	196	196	185	178F	178	178
land	197	193K	179	175K	174	170K	194	194	219	215K	198	198	186	182K	182	182
y	205	192	187	174	182	169	189	185	224	216	201	201	194	181	187	182
Pittsburg	202	189	184	171	179	166	189	185	221	213	201	201	191	178	187	182
Pittsburg	223	210	205	192	200	187	210	206	242	234	220	220	212	199	208	203
ton	184	180K	166	162K	161	157K	172	172	207	203K	189	189	173	169K	170	170
nall	196	189F	178	171F	173	166F	181	181	217	213K	203	203	185	178F	178	178
hburg	195	191K	177	173K	172	168K	180	180	214	210K	209	209	184	180K	178	178
k Hill	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	170
ellville	204	197F	186	179F	181	174F	189	189	225	221K	201	201	193	186F	188	186
uda	215	202	197	184	192	179	199	195	234	226	211	211	204	191	197	192
eca	202	196K	184	180K	179	175K	189	189	221	217K	201	201	191	187K	187	187
rtanburg	191	187K	173	169K	168	164K	181	181	213	209K	194	194	180	176K	178	178
ter	184	180K	166	162K	161	157K	172	172	207	203K	193	193	173	169K	170	170
lman	212	208	194	186	189	180	192	188	231	223	216	216	201	192	188	188
on	191	187K	173	169K	168	164K	181	181	213	209K	194	194	180	176K	178	178
terboro	205	192	187	174	182	169	189	185	224	216	210	210	194	181	187	182
e Shoals	202	196K	184	184	179	175K	189	189	221	217K	201	201	191	187K	187	187
ngsboro	196	189F	178	171F	173	166F	181	181	217	213K	194	194	185	178F	178	178
assee	212	208	194	185	189	180	192	188	231	223	213	213	201	192	188	184
k	187	183K	169	165K	164	160K	172	172	207	203K	185	185	176	172K	170	170
TENNESSEE																
ington	260	260	242	242	237	237	204	. . .	237	237	189	. . .	249	249	208	. . .
ona	217	210F	199	192F	194	187F	179	. . .	213	213	176	. . .	206	199F	177	. . .
land City	253	253	235	235	230	230	191	. . .	223	. . .	177	. . .	242	242	196	. . .
ens	217	210F	199	192F	194	187F	186	. . .	220	220	185	. . .	206	199F	184	. . .
lls	254	254	236	236	231	. . .	198	. . .	227	. . .	182	. . .	243	243	201	. . .
ownsville	254	254	236	236	231	. . .	198	. . .	231	. . .	185	. . .	243	243	196	. . .
ucston	244	244	226	226	221	. . .	190	. . .	224	. . .	179	. . .	233	233	194	. . .
rthage	241	240	223	222	218	217	201	. . .	228	228	191	. . .	230	229	204	. . .
rthage Jct	241	240	223	222	218	217	201	. . .	227	227	191	. . .	230	229	204	. . .
ntreville	246	245	228	227	223	222	191	. . .	231	231	180	. . .	235	234	196	. . .
attanooga	217	210F	199	192F	194	187F	194	194	220	220	185	185	206	199F	192	192
arksville	247	240	222	222	217	217	178	. . .	210	. . .	164	. . .	239	229	182	. . .
eveland	217	210F	199	192F	194	187F	190	. . .	224	224	188	. . .	206	199F	186	. . .
lumbia	233	232	215	214	210	209	187	. . .	221	221	179	. . .	222	221	191	. . .
okeville	243	242	225	224	220	219	206	. . .	234	234	196	. . .	232	231	207	. . .
perhill	217	210F	199	192F	194	187F	194	. . .	227	227	192	. . .	206	199F	192	. . .
rdell	212	212	194	194	189	189	173	. . .	203	203	162	162	201	201	174	. . .
vington	262	262	244	244	239	239	204	. . .	233	. . .	189	. . .	251	251	209	. . .
ssville	220	220	202	202	197	197	195	. . .	223	223	184	. . .	209	209	196	. . .
yton	217	210F	199	192F	194	187F	187	. . .	213	213	176	. . .	206	199F	186	. . .

AR - All Rail.
RWR - Rail-Water and Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS															
	And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended															
	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Peter	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended															
TENNESSEE - Con.																
Delrose	233	232	215	214	210	209	196	. . .	224	224	187	. . .	228	221	199	
Dickson	237	237	219	219	214	. . .	186	. . .	217	217	177	. . .	226	226	186	
Dunlap	233	233	215	214	210	209	203	. . .	227	227	196	. . .	232	221	201	
Dyersburg	252	252	234	234	229	. . .	196	. . .	222	. . .	171	. . .	241	241	221	
East Jamestown	212	212	194	194	189	189	176	. . .	203	203	166	. . .	201	201	177	
Erin	244	244	226	226	221	. . .	191	. . .	213	. . .	169	. . .	233	233	186	
Etowah	217	210F	199	192F	194	187F	186	. . .	221	221	186	. . .	206	196F	186	
Fayetteville	235	232	215	214	210	209	196	. . .	224	224	187	. . .	222	221	189	
Fork Mountain	212	212	194	194	189	189	180	. . .	207	207	169	. . .	201	201	180	
Fork Ridge	208	208	190	190	185	. . .	173	. . .	203	. . .	155	. . .	197	197	174	
Gallatin	233	232	215	214	210	209	176	. . .	210	. . .	166	. . .	222	221	179	
Gernt	212	212	194	194	189	189	178	. . .	208	208	162	. . .	201	201	174	
Glen Mary	212	212	194	194	189	189	173	. . .	203	203	162	. . .	201	201	174	
Grand Jct	260	260	241	241	237	237	204	. . .	257	257	189	. . .	249	249	209	
Greenville	201	197K	183	179K	178	174K	161	. . .	203	. . .	172	. . .	190	186K	159	
Harriman	212	212	194	194	189	189	180	. . .	207	207	169	. . .	201	201	180	
Hartsville	233	232	215	214	210	209	176	. . .	210	. . .	169	. . .	222	221	186	
Hermitage	233	232	215	214	210	209	181	. . .	213	. . .	169	. . .	222	221	186	
Hickory Point	247	247	229	229	224	224	186	. . .	218	. . .	171	. . .	236	236	196	
Hohenwald	246	245	228	227	223	222	196	. . .	231	231	186	. . .	235	234	199	
Humboldt	254	254	236	236	231	. . .	194	. . .	227	. . .	182	. . .	243	243	201	
Jackson	254	254	236	236	231	. . .	198	. . .	230	. . .	182	. . .	243	243	201	
Jellico	212	212	194	194	189	189	170	. . .	205	205	160	. . .	201	201	170	
Kenwood	241	241	223	223	218	218	182	. . .	211	. . .	168	. . .	230	230	188	
Knoxville	201	197K	183	179K	178	174K	179	. . .	210	. . .	172	. . .	190	186K	177	
LaFollette	212	212	194	194	189	189	173	. . .	203	203	165	. . .	201	201	174	
Lake City	212	212	194	194	189	189	177	. . .	207	207	169	. . .	201	201	179	
Lawrenceburg	246	245	228	227	223	222	196	. . .	231	231	187	. . .	235	234	199	
Lebanon	238	238	215	214	210	209	184	. . .	217	217	176	. . .	222	221	189	
Lenoir City	217	210F	199	192F	194	187F	182	. . .	216	216	180	. . .	206	196F	180	
Lewisburg	233	232	215	214	210	209	201	. . .	221	221	185	. . .	228	221	194	
Lexington	250	250	232	232	227	227	198	. . .	227	. . .	184	. . .	239	239	201	
Liberty Hill	201	197K	183	179K	178	174K	181	. . .	208	208	172	. . .	190	186K	180	
McKenzie	247	247	229	229	224	224	190	. . .	222	. . .	176	. . .	236	236	194	
McMinnville	253	252	215	214	210	209	199	. . .	227	227	191	. . .	222	221	203	
Madisonville	217	210F	199	192F	194	187F	186	. . .	220	220	186	. . .	206	196F	184	
Mahan	212	212	194	194	189	189	180	. . .	207	207	169	. . .	223	201	180	
Martin	239	239	221	221	216	216	186	. . .	210	. . .	178	. . .	228	228	192	
Maryville	217	210F	199	192F	194	187F	179	. . .	213	213	176	. . .	206	196F	177	
Memphis:																
A.R.-R.W.R	260	260	242	242	237	237	204	. . .	237	237	198	. . .	249	249	211	
F.B.L. (Note E)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	
M.V.B.L. (Note C1)	248	. . .	228	. . .	223	. . .	192	. . .	224	. . .	188	. . .	238	. . .	200	
A.B.L. (Item 90)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	
Middleton	260	260	242	242	237	237	201	. . .	237	237	189	. . .	249	249	209	
Milan	250	250	232	232	227	227	194	. . .	225	. . .	179	. . .	239	239	197	
Monterey	222	222	204	204	199	199	202	. . .	229	229	190	. . .	211	211	203	
Morristown	201	197K	183	179K	178	174K	186	. . .	207	207	172	. . .	190	186K	184	
Moscow	260	260	242	242	237	237	204	. . .	237	237	194	. . .	249	249	209	
Murfreesboro	233	232	215	214	210	209	186	. . .	217	217	177	. . .	222	221	186	
Nashville	233	232	215	214	210	209	178	. . .	213	. . .	169	. . .	222	221	186	
Newport	201	197K	183	179K	178	174K	174	. . .	211	211	178	. . .	190	186K	172	
Nicks Creek	212	212	194	194	189	189	176	. . .	205	205	165	. . .	201	201	177	
Paris	247	247	229	229	224	224	181	. . .	220	. . .	178	. . .	236	236	191	

AR - All Rail.
RWR - Rail-Water and Rail.

to page 300 of tariff:

SECTION 1-A - Continued

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same Rates as shown on pages 17 to 93, inclusive of Tariff as amended.

nd From Stations own on pages 96 173, inclusive tariff as ended, taking te Basis shown ow:	Montauk		New Egypt		New York		Riverton		Ogdensburg		Oil City		Patchogue		Petersburg	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
TENNESSEE - Cont.																
rse	212	212	194	194	189	189	183		210	210	172		201	201	184	
ank	233	232	215	214	210	209	195		224	224	197		222	221	199	
ttsboro	255	255	237	237	232	232	192		226		180		244	244	195	
ner	246	245	228	227	223	222	201		231	231	159		235	234	205	
erville	221	217K	205	199K	198	194K	199		233	233	196		210	204K	197	
oks	218	214K	200	196K	195	191K	193		228	228	190		207	203K	191	
rville	260	260	242	242	237	237	201		237	237	189		249	249	208	
th Pittsburg	233	232	215	214	210	209	199		224	224	188		222	221	198	
rta	233	232	215	214	210	209	208		224	221	196		222	221	207	
ingfield	256	256	218	218	213	213	178		213		164		225	225	182	
rgoinsville	190	190	172	172	167	167	161		207	207	165		179	179	159	
ppell	201	197K	183	179K	178	174K	181		208	208	172		190	186K	180	
ptonville	253	253	235	235	230	230	198		224		179		242	242	205	
cy City	233	232	215	214	210	209	199		227	227	191		222	221	203	
lahoma	231	232	215	214	210	209	191		221	221	184		222	221	196	
lon City	236	236	218	218	213	213	183		208		176		225	225	190	
rtertown	240	239	222	221	217	216	196		222	222	186		229	228	199	
verly	240	240	222	222	217	217	180		221		178		229	229	196	
ite Bluff	237	237	219	219	214	214	184		217		176		226	226	205	
itsville	260	260	242	242	237	237	201		237	237	189		249	249	205	
lder	225	225	205	205	200	200	206		233	233	196		212	212	206	

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended													
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Rosli
	AR	RHR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR	AR
ALABAMA														
Akron	218	218	217	247	243	217		220	219	237	231	272	268	218
Alexander City	199	194	191	224	217	204	204	201	196	216	207	250	243	199
Aliceville	218	218	217	247	243	221		220	219	237	231	272	268	218
Altoona	206	202	199	234	226	192	192	208	204	224	215	260	252	206
Andalusia	224	216	213A	253	241	223	223	216	208	244	231	271	259	224
Anniston	199	194	191	224	217	192	192	201	196	216	207	250	243	199
Atmore	227	224	221	257	248	230		225	219	247	236	278	269	231
Bayou La Batre	227	224	221	257	248	238		225	219	247	236	278	269	231
Birmingham	206	202K	199E	234	226	198	198	208	204K	224	215	260	252	206
Blocton	206	202	199	234	226	201	201	208	204	224	215	260	252	206
Blossburg	206	202	199	234	226	198	198	208	204	224	215	260	252	206
Boaz	206	202	199	234	226	189	189	208	204	224	215	260	252	206
Boligee	218	218	217	247	243	217		220	219	237	231	272	268	218
Boyd	236	236	235	265	261	239		238	237	254	248	290	286	236
Brantley	224	216	213A	253	241	221	221	216	208	244	231	271	259	224
Brewton	224	216	213A	253	241	223	223	216	208	244	231	271	259	224
Brilliant	219	218	217	244	240	206		220	219	234	228	269	265	218
Brownville	239	239	238	265	261	225		241	241	255	249	290	286	239
Buhl	218	218	217	244	240	210		220	219	234	228	269	265	218
Burcomk	248	245	242	278	269	251		246	240	268	257	299	290	252
Calera	206	202K	199E	234	226	201	201	208	204K	224	215	260	252	206
Calvert	227	226	221	257	248	230		225	219	247	236	278	269	231
Cardiff	206	202	199	234	226	198	198	208	204	224	215	260	252	206
Carrollton	233	233	232	262	258	236		235	234	251	245	286	282	233
Cedar Bluff	199	194	191	224	217	191	191	201	196	216	207	250	243	199
Chatom	250	247	244	280	271	223		248	242	270	259	301	297	254
Chelsea	206	202K	199E	234	226	201	201	208	204K	227	215	260	252	206
Cherokee	215	215	215	234	234	188		216	216	227	227	263	263	215
Childersburg	206	202K	199E	234	226	201	201	208	204K	224	215	260	252	206
Choctaw City	247	244	241	277	268	232		245	239	267	256	298	289	251
Clanton	206	202K	199E	234	226	204	204	208	204K	224	215	260	252	206
Colta	206	202	199	234	226	201	201	208	204	224	215	260	252	206
Cromwell	238	238	237	265	261	246		238	237	254	248	290	286	236
Cullman	206	202	199	234	226	190	190	208	204	224	215	260	252	206
Decatur	202	202	202	224	224	186		203	203	217	217	253	253	202
Demopolis	218	218	217	247	243	221		220	219	237	231	272	268	218
Dothan	210	198	195	240	226	215	215	208	196	234	218	262	248	213
Elba	224	216	213A	253	241	223	223	216	208	244	231	271	259	224
Enterprise	224	216	213A	253	241	223	223	216	208	244	231	271	259	224
Eufaula	203	191	188	234	219	215	213	200	188	234	207	253	238	203
Fayette	218	218	217	244	240	207		220	219	234	228	269	265	218
Farm Bank	218	218	217	244	240	206		220	219	234	228	269	265	218
Flomaton	227	224	221	257	248	238		225	219	247	236	278	269	231
Florala	224	216	213A	253	241	225	223	216	208	244	231	271	259	224
Florence	218	215	215	234	234	188		216	216	227	227	263	263	215
Foley	227	224	221	257	248	237		225	219	247	236	278	269	231
Franklin	210	198	195	240	226	215	215	208	196	234	218	262	248	213
Frisco City	227	224	221	257	248	228		225	219	247	236	278	269	231
Gadsden	199	194	191	224	217	189	189	201	196	216	207	250	243	199
Gansy	206	202K	199E	234	226	201	201	208	204K	224	215	260	252	206
Geneva	224	216	213A	253	241	223	223	216	208	244	231	271	259	224
Greensboro	218	218	217	247	243	217		220	219	237	231	272	268	218
Greenville	224	216	213A	253	241	219	219	216	208	244	231	271	259	224
Gurley	202	202	202	224	224	186		203	203	217	217	253	253	202
Gurnee Junction	206	202	199	234	226	201	201	208	204	224	215	260	252	206

AR - All Rail.
RHR - Rail-Water and Rail.

FROM AND TO THE FOLLOWING BASING POINTS

From Stations on pages 96 to 173, inclusive of Tariff as amended, ing Rate Basis n below:

All Stations taking Same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.

	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff, as amended.)															
ALABAMA - Con.															
ka	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
ville	218	218	217	244	240	194		220	219	234	228	269	265	218	218
way	210	198	195	240	226	215	215	208	196	234	218	262	248	213	203
ord	224	216	213A	253	241	223	223	216	208	244	231	271	259	224	219H
and	210	198	195	240	2	215	215	208	196	234	218	262	248	213	203
n	199	194	191	224	217	195	195	201	188	216	207	250	243	199	195
ville	202	202	202	224	224	186		203	203	217	217	253	253	202	202
boro	210	198	195	240	226	215	215	208	196	234	218	262	248	213	203
town	199	194	191	224	217	184	184	201	188	216	207	250	243	196	195
r	206	202	199	234	226	201	201	208	204	224	215	260	252	206	202
rough	227	224	221	257	248	219		225	219	247	236	278	269	231	227
yette	199	194	191	224	217	210	210	201	188	216	207	250	243	199	195
t	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
gh	206	202	199	234	226	195	195	208	204	224	215	260	252	206	202
on	227	224	221	257	248	219		225	219	247	236	278	269	231	227
rne	224	216	213A	253	241	219	219	216	208	244	231	271	259	224	219H
id	217	205	202	247	233	223	223	208	196	240	224	262	248	221	211
esville	206	202K	199E	234	226	207	207	208	204K	224	215	260	252	206	202K
aret	206	202K	199E	234	226	201	201	208	204K	224	215	260	252	206	202K
gold	227	223	220	255	247	219	219	219	215	245	236	281	273	220	216
on Junction	206	202K	199E	234	226	213	213	208	204K	224	215	260	252	206	202K
ene	206	202K	199E	234	226	204	204	208	204K	224	215	260	252	206	202K
le:															
R.-R.W.R.	227	224	221	257	248	237		225	219	247	236	278	269	231	227
B.L. (Note B)						240									
B.L. (Note Ca)						235									
B.L. (Note E)															
roeton	227	224	221	257	248	221		225	219	247	236	278	269	231	227
roeville	227	224	221	257	248	225		225	219	247	236	278	269	231	227
tgomery	210	198	195	240	226	215	215	208	196	234	218	262	248	213	203
awah	227	224	221	257	248	219		225	219	247	236	278	269	231	227
lika	203	191	188	237	222	215	213	200	188	224	207	253	238	203	194
	224	216	213A	253	241	223	223	216	208	244	231	271	259	224	219H
	210	198	195	240	226	215	215	208	196	234	218	262	248	213	203
rk	238	238	237	267	253	245		240	239	257	251	292	286	238	238
ola	206	202K	199E	234	226	195	195	208	204K	224	215	260	252	206	202K
l City	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
nix City															
dmont	199	194	191	224	217	192	192	201	196	216	207	250	243	199	195
ttaview	210	198	195	240	226	215	215	208	204	234	218	262	248	213	203
d Bay	218	218	217	244	240	190		220	219	234	228	269	265	218	218
form	218	218	217	244	240	210		220	219	234	228	269	265	218	218
verview	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
anoke	199	194	191	224	217	207	207	201	196	216	207	250	243	199	195
mson	224	216	213A	253	241	223	223	216	208	244	231	271	259	224	219H
tsuma	227	224	221	257	246	234		225	219	247	236	278	269	231	227
lma	206	202K	199E	234	226	210	210	208	204K	224	215	260	252	206	202K
las	252	252	251	282	278	248		250	249	273	267	304	300	256	256
ipsey	206	202	199	234	226	204	204	208	204	224	215	260	252	206	202
tevenson	202	202	202	224	224	179		203	203	217	217	253	253	202	202
ggsville	227	224	221	257	248	225		225	219	247	236	278	269	231	227
yiacauga	199	194	191	224	217	201	201	201	196	216	207	250	243	199	195
alladega	199	194	191	224	217	198	198	201	196	216	207	250	243	199	195
allassee	227	215	212	257	243	231	231	225	213	250	234	279	265	230	220
roy	210	198	195	240	226	215	215	208	196	234	218	262	248	213	203
scaloosa	206	202	199	234	226	204	204	208	204	224	215	260	252	206	202
megee	227	215	212	257	243	231	231	225	213	250	234	279	265	230	220
hion Springs	210	198	195	240	226	215	215	208	196	234	218	262	248	213	203

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended													
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Read
	AR	RNR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)													
ALABAMA - Cont.														
Valley Head	199	194	191	224	217	179	179	201	196	218	207	260	243	199
Vinegar Bend	227	224	221	257	248	230	. . .	225	219	247	236	278	269	251
Warrior	206	208	199	234	226	198	198	208	204	224	215	260	252	208
Wattsville	206	208K	199K	234	226	196	196	208	204K	224	215	260	252	208
Winfield	218	216	217	244	240	206	. . .	220	219	234	228	269	265	218
Yantley	236	236	235	265	261	245	. . .	238	237	254	248	290	286	236
Yolande	206	202	199	234	226	201	201	208	204	224	215	260	252	208
York	218	216	217	247	243	221	. . .	220	219	237	231	272	268	218
ARKANSAS														
Helena:														
A.R.-R.W.R	235	235	233	255	253	196	. . .	237	235	250	248	284	278	235
F.B.L. (Note E)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
F.B.L. (Note F)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
A.B.L. (Item 90)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
FLORIDA														
Alachua	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210
Altha	224	216	213A	253	241	224	224	216	208	244	231	271	259	224
Apalachicola	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210
Arcadia	246	241N	238D	268	255	269	265	247	238	263	249	287	274	246
Avon Park	237	232N	229D	259	246	260	256	238	229	254	240	278	265	237
Barrineau Park	227	224	221	257	248	230	. . .	225	219	247	236	278	269	231
Bartow	237	232N	229D	259	246	260	256	238	229	254	240	278	265	237
Baxter	196	182	179	227	209	215	206	192	178	221	202	246	228	199
Bell	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210
Belleglade-Chosen	246	241N	238D	268	255	269	265	247	238	263	249	287	274	246
Blountstown	224	216	213A	253	241	224	224	216	208	244	231	271	259	224
Bradenton	237	232N	229D	259	246	260	256	238	229	254	240	278	265	237
Branford	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210
Brewster	237	232N	229D	259	246	260	256	238	229	254	240	278	265	237
Brooksville	228	222G	219C	250	236	251	246	229	219	245	240	276	261	228
Bunker Hill	254	251	248	276	265	277	275	265	248F	270	256	293	282	254
Campbellton	217	206	202	247	233	223	223	208	196	240	224	262	248	221
Center Hill	228	222G	219C	250	236	251	246	229	219	245	230	276	261	228
Century	227	224	221	257	248	228	. . .	225	219	247	236	278	269	231
Chattahoochee	213	201	196	244	229	223	213	200	186	234	217	253	238	217
Chuluota	228	222G	219C	250	238	251	246	229	219	245	230	276	261	228
Clearwater	237	232N	229D	259	246	260	256	238	229	254	240	278	265	237
Clewiston	246	241N	238D	268	255	269	265	241	232	263	249	287	274	246
Cottondale	217	206	202	247	233	223	223	208	196	240	224	262	248	221
Crestview	224	216	213A	253	241	223	223	216	208	244	231	271	259	224
Cross City	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210
Daytona Beach	219	213G	210C	244	230	243	238	220	210	236	221	269	255	219
DeFuniak Springs	224	216	213A	253	241	224	224	216	208	244	231	271	259	224
Dowling Park	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210
Drexel	228	222G	219C	250	236	251	246	229	219	245	230	276	261	228
Drifton	212	201	198	244	229	223	213	200	188	234	217	253	238	217
Dunnellon	219	213G	210C	244	230	243	238	220	210	236	221	269	255	219
Everglades	254	251	248	276	265	277	276	265	248F	270	256	293	282	254
Fairfield	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210
Fellsmere	250	245N	261D	273	260	274	270	251	242	267	253	291	278	251
Fernandina	196	182	179	227	209	215	206	192	178	221	202	246	228	199
Ft. Lauderdale	254	251	248	276	265	277	276	265	248F	270	256	293	282	254
Ft. Myers	254	251	248	276	265	277	276	265	248F	270	256	293	282	254
Ft. Pierce	237	232N	229D	259	246	260	256	238	229	254	240	278	265	237
Gainesville	210	203F	200B	240	225	234	228	211	200	231	215	266	251	210

AR - All Rail.
RNR - Rail-Water and Rail.

to page 300 of Tariff.

SECTION 1-A - Continued

From Stations shown on pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	RnR	RnR	AR	RnR	AR	RnR	AR	RnR	AR	RnR	AR	RnR	AR	RnR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)														
FLORIDA - Cont.															
ville	224	216	213A	255	241	223	225	216	208	244	231	271	259	224	219H
Cove Springs	201	194	191B	251	216	225	219	202	191	224	208	257	242	203	194
ville	205	197	186	254	216	223	206	193	179	227	208	246	228	207	195
wood	233	221	218	265	249	236	236	221	219	257	241	285	271	236	226
e City	229	2229	219C	250	236	251	246	229	219	245	230	276	261	229	220
ings	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
Springs	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
Springs	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
iard	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187
stead	265	260	257	285	274	286	284	264	2677	279	267	302	291	263	258H
ford	210	203F	200B	240	225	254	228	211	200	230	219	266	251	216	207
ewville	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187
son	215	201	196	244	229	225	213	200	186	234	217	253	238	217	206
er	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187
ter	246	241H	238D	268	255	269	265	247	238	265	249	287	274	246	239H
nsville	237	232H	229D	259	246	260	256	238	229	254	240	278	265	237	230F
mmee	228	2229	219C	250	236	251	246	229	219	245	230	276	261	228	220
Butler	201	194F	191B	251	216	225	219	202	191	224	208	257	242	203	194
City	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187
land	237	232H	229D	259	246	260	256	238	229	254	240	278	265	237	230F
Wales	237	232H	229D	259	246	260	256	238	229	254	240	278	265	237	230F
ley	201	194F	191B	251	216	225	219	202	191	224	208	257	242	203	194
burg	219	213G	210C	244	230	243	238	220	210	236	221	269	259	219	211
Oak	205	199	196	254	216	225	206	193	179	227	208	246	228	207	195
ion	205	199	196	254	216	225	206	195	179	227	208	246	228	207	195
iapa	217	205	202	247	233	235	223	208	196	240	224	262	248	221	211
	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
ton	219	213G	210C	244	230	243	238	220	210	236	221	269	255	219	211
bourne	228	2229	219C	250	236	251	246	229	219	245	230	276	261	228	220
mi	254	251	248	276	265	277	275	255	2487	270	258	293	282	254	248H
ton	224	216	213A	255	241	223	225	216	208	244	231	271	259	224	219H
les	254	251	248	276	265	277	275	255	2487	270	258	293	282	254	248H
erry	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
la	219	213G	210C	244	230	243	238	220	210	236	221	269	255	219	211
ochobee	246	241H	238D	268	255	269	265	247	238	265	249	287	274	246	239F
l	246	241H	238D	268	255	269	265	247	238	265	249	287	274	246	239F
ando	228	2229	219C	250	236	251	246	229	219	245	230	276	261	228	220
er Creek	219	213G	210C	244	230	243	238	220	210	236	221	269	255	219	211
atka	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
dale	246	241H	238D	268	255	269	265	247	238	265	249	287	274	246	239F
ssa City	224	216	213A	255	241	227	227	216	208	244	231	271	259	224	219H
nsacola	227	224	221	257	245	254	254	225	219	247	236	276	269	251	227
rry	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
rson	219	213G	210C	244	230	243	238	220	210	236	221	269	255	219	211
Pinetta	205	199	196	254	216	225	206	195	179	227	208	246	228	207	195
Pinetta	224	210	207	255	237	244	237	215	201	248	229	268	250	228	216
nt City	237	232H	229D	259	246	260	256	238	229	254	240	278	265	237	230F
rt St. Joe	224	216	213A	255	241	234	234	216	208	244	231	271	259	224	219H
tonville	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
ney	213	201	198	244	229	235	215	200	198	234	217	255	238	217	206
Augustine	210	203F	200B	240	225	254	228	211	200	231	215	266	251	210	201
Catherine	228	2229	219C	250	236	251	246	229	219	245	230	276	261	228	220
Petersburg	237	232H	229D	259	246	260	256	238	229	254	240	278	265	237	230F
derson	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187
nford	219	213G	210C	244	230	243	238	220	210	236	221	269	255	219	211

AR - All Rail.
RnR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as a													
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		
	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as a													
FLORIDA - Conc.														
Sarasota	246	241N	238D	268	255	269	265	247	238	263	249	267	274	
Shady Grove	210	203F	200B	240	225	234	228	211	200	231	215	238	251	
South Boca Grande	254	251	248	276	265	277	276	255	248F	270	258	293	282	
South Jacksonville	201	194F	191B	231	216	225	219	202	191	224	208	227	242	
Tallahassee	213	201	198	244	229	223	213	200	188	234	217	253	258	
Tampa	237	232N	229D	259	246	260	256	238	229	254	240	278	265	
Titusville	228	222G	219C	250	236	251	246	229	219	245	230	275	261	
Umatilla	210	203F	200B	240	225	234	228	211	200	231	215	238	251	
West Palm Beach	254	251	248	276	265	277	275	255	248F	270	258	293	282	
Williston	219	213G	210C	244	230	243	238	220	210	236	221	249	255	
Winter Garden	228	222G	219C	250	236	251	246	229	219	245	230	275	261	
Winter Haven	237	232N	229D	259	246	260	256	238	229	254	240	278	265	
Youngstown	224	216	213A	253	241	234	224	216	208	244	231	271	259	
Yukon	201	194F	191	231	216	225	219	202	191	224	208	257	242	
GEORGIA														
Abbeville	196	182	179	227	209	215	206	192	178	221	202	246	228	
Albany	208	191	188	234	219	215	213	200	188	224	207	253	238	
Alma	189	176	172	221	205	215	206	188	174	213	194	242	224	
Americus	208	191	188	234	219	215	213	200	188	224	207	255	238	
Arlington	208	191	188	234	219	215	213	200	188	224	207	253	238	
Athens	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	
Atlanta	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	
Augusta	173	167G	164C	207	198	198	194	172	166G	199	188	224	215	
Bainbridge	208	191	188	234	219	215	213	200	188	224	207	253	238	
Baxley	189	176	172	221	205	215	206	188	174	213	194	242	224	
Blue Ridge	185	181K	178E	211	204F	184	184	187	183K	204	197F	234	227F	
Bonaire	196	182	179	227	209	215	206	192	178	221	202	246	228	
Bowden	185	181K	178E	217	210F	195	195	187	183K	210	203F	243	236F	
Bremen	186	181K	178E	217	210F	195	196	187	183K	210	203F	243	236F	
(CLE) Bridgeboro	208	191	188	234	219	215	213	200	188	224	207	253	238	
(CLE) Bridgeboro	224	212	209	255	240	236	234	221	209	245	228	274	259	
Brunswick	189	176	172	221	205	215	206	188	174	213	194	242	224	
Buena Vista	208	191	188	234	219	215	213	200	188	224	207	253	238	
Buford	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	
Cusak	185	181K	178E	213	206F	206	206	186	181K	207	198	239	232F	
Campton	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	
Canton	185	181K	178E	217	210F	192	192	187	183K	210	203F	243	236F	
Carrollton	185	181K	178E	217	210F	195	195	187	183K	210	203F	243	236F	
Cartersville	185	181K	178E	217	210F	189	189	187	183K	210	203F	243	236F	
Cave Spring	185	181K	178E	217	210F	189	189	187	183K	210	203F	243	236F	
Cedartown	185	181K	178E	217	210F	189	189	187	183K	210	203F	243	236F	
Cenchat	185	181K	178E	211	204F	178	178	187	183K	204	197F	234	227F	
Chatsworth	185	181K	178E	217	210F	184	184	187	183K	210	203F	243	236F	
Claxton	179	166	163	217	201	206	196	179	166	207	189	232	216	
(CLE) Clyattville	208	189	186	234	216	223	206	195	179	227	208	246	228	
(CLE) Clyattville	224	210	207	255	237	244	227	215	201	245	229	268	250	
Clyo	173	167G	164C	207	198	198	194	172	166G	199	188	224	215	
Columbus	208	191	188	234	219	215	213	200	188	224	207	253	238	
Commerce	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	
Cordele	196	182	179	227	209	215	206	192	178	221	202	246	228	
Cornelia	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	
Covington	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	
Cusseta	208	191	188	234	219	215	213	200	188	224	207	253	238	
Cuthbert	208	191	188	234	219	215	213	200	188	224	207	253	238	
Dalton	185	181K	178F	217	210	179	179	187	183K	210	203F	243	236F	

AR - All Rail.
RWR - Rail-Water and Rail.

to page 380 of Tariff:

SECTION 1-A - Continued

and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Philadelphia		P-Port		Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	RMR	RMR		AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404, inclusive of Tariff as amended.)															
GEORGIA - Cont.																
...ne Ferry	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...con	205	191	188	234	219	215	213	200	188	224	207	253	236	203	194	
...glas	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187	
...lin	185	179G	176C	217	206	206	206	179	173G	210	199	232	223	189	186K	
...rand	205	191	188	234	219	215	213	200	188	224	207	253	236	203	194	
...ham	199	194	191	224	217	179	179	201	196	216	207	250	243	199	195	
...ypt	173	167G	164C	207	198	198	194	172	166G	199	188	224	215	178	172K	
...erton	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...pire	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187	
...tzgerald	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187	
...kston	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187	
...rt Gaines	205	191	188	234	219	215	213	200	188	224	207	253	236	203	194	
...rt Valley	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...nesville	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
(D) Garfield	185	179G	176C	213	204	206	206	179	173G	210	199	232	223	185	181K	
(D) Garfield	206	200G	197C	234	225	227	227	200	194G	231	220	253	244	206	202K	
(D) Gracewood	185	179G	176C	213	204	206	206	179	173G	210	199	232	223	185	181K	
(D) Gracewood	206	200G	197C	234	225	227	227	200	194G	231	220	253	244	206	202K	
...iffin	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...rtwell	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...ylow	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187	
...lehurst	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187	
...lena	196	182	179	227	209	215	206	192	178	221	202	246	228	199	187	
...oker	185	181K	178E	211	204F	176	176	187	183K	204	197F	234	227F	186	181K	
...echton	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...fferson	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...ffersonville	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...oup	189	175	172	221	205	215	206	188	174	213	194	242	224	193	181	
...nction City	205	191	188	234	219	215	205	200	188	224	207	253	236	205	194	
(D) Keysville	185	179G	176C	213	204	206	206	179	173G	210	199	232	223	185	181K	
(D) Keysville	206	200G	197C	234	225	227	227	200	194G	231	220	253	244	206	202K	
...ldare	173	167G	164C	207	198	198	194	172	166G	199	188	224	215	178	172K	
...Grange	205	191	188	234	219	215	213	200	188	224	207	253	236	203	194	
...kland	213	199	196	243	225	231	222	209	196	238	219	263	245	210	204	
...vonia	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...renceville	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...ievville	185	179G	176C	217	206	206	206	179	173G	210	199	232	223	189	186K	
...Donough	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...chen	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...con	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...dison	185	181K	178E	213	206F	206	204	185	181K	207	198	239	232F	185	181K	
...nlo	199	194	191	224	217	184	184	201	196	216	207	250	243	199	195	
...dville	185	179G	176C	213	204	206	206	179	173G	210	199	232	223	189	186K	
...lledgeville	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...llen	173	167G	164C	207	198	198	194	172	166G	199	188	224	215	178	172K	
...llstead	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...ntennus	205	191	188	234	219	215	213	200	188	224	207	253	236	203	194	
...ultrie	205	191	188	234	219	215	213	200	188	224	207	253	236	203	194	
(D) Nashville	196	182	179	227	209	215	206	201	187	221	202	246	228	199	187	
(D) Nashville	217	205	201	248	230	236	227	214	200	242	223	269	250	220	209	
...nan	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K	
...kfield	205	191	188	234	219	215	213	200	188	224	207	253	236	203	194	
...fferman	189	175	172	221	205	215	206	188	174	213	194	242	224	193	181	
(D) Pavo	205	191	188	234	219	215	213	200	188	224	207	253	236	205	194	
(D) Pavo	224	212	209	255	240	236	234	221	209	245	228	274	259	224	215	

AR - All Rail.
RMR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Philadelphia		P-Port		Phoenicia	Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	RAR	AR	RAR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 484, inclusive of Tariff as amended.														
GEORGIA - Conc.															
Pelham	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
Quitman	196	182	179	227	209	215	206	192	178	221	202	246	228	199	197
(2nd) Relee	196	182	179	227	209	215	206	192	178	221	202	246	228	199	197
(3rd) Relee	217	205	201	248	240	236	227	214	200	242	223	268	250	220	208
Ricsboro	179	166	163	217	201	206	196	179	166	207	189	232	216	185	174
Richland	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
Rockmart	185	181K	178E	217	210F	189	189	187	183K	210	203F	243	234F	189	188
Rome	185	181K	178E	217	210F	186	186	187	183K	210	203F	243	234F	189	188
St. George	196	182	179	227	209	215	206	192	178	221	202	246	228	199	197
St. Marys	214	200	197	244	226	233	224	210	196	239	220	264	246	217	206
(2nd) Sale City	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
(3rd) Sale City	224	212	209	255	240	236	234	221	209	245	228	274	259	224	215
Sandersville	185	179G	176C	217	208	206	206	179	173G	210	199	232	223	189	188
Hardie	173	167G	164C	207	198	198	194	172	166G	199	188	224	215	178	178
Savannah	173	167G	164C	207	198	198	194	172	166G	199	188	224	215	178	178
Senoia	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K
Soperton	185	179G	176C	217	208	206	206	179	173G	210	199	232	223	189	188
Statesboro	179	166	163	217	201	206	196	179	166	207	189	232	216	185	174
(2nd) Swainsboro	185	179G	176	213	204	206	206	179	173G	210	199	232	223	189	188
(3rd) Swainsboro	206	200G	197	234	225	227	227	200	194G	231	220	253	244	210	208
Tallulah Falls	185	181K	178E	217	210F	203	206	187	183K	210	203F	243	234F	189	188
Tennille	185	179G	176C	217	208	206	206	179	173G	210	199	232	223	189	188
Thomaston	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K
Thomasville	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
(2nd) Tickmor	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
(3rd) Tickmor	224	212	209	255	240	236	234	221	209	245	228	274	259	224	215
Tifton	196	182	179	227	209	215	206	192	178	221	202	246	228	199	197
Toomsboro	185	179G	176C	217	208	206	206	179	173G	210	199	232	223	189	188
Topsoma Jct	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K
Trenton	199	194	191	224	217	178	176	201	196	216	207	250	243	199	196
Trion	185	181K	178E	217	210F	179	179	187	183K	210	203F	243	234F	189	188K
Union Point	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K
(2nd) Uvalda	185	179G	176C	213	204	206	206	179	173G	210	199	232	223	189	188K
(3rd) Uvalda	206	200G	197C	234	225	227	227	200	194G	231	220	253	244	210	208K
Valdosta	196	182	179	227	209	215	206	192	178	221	202	246	228	199	197
Vaughn	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K
Vidalia	185	179G	176C	217	208	206	206	179	173G	210	199	232	223	189	188K
Washington	185	181K	178E	213	206F	206	206	185	181K	207	198	239	232F	185	181K
Waycross	189	176	172	221	203	215	206	188	174	215	194	242	234	193	181
Waynesboro	173	167G	164	207	198	198	194	172	166G	199	188	224	215	178	178K
Woodbine	196	182	179	227	209	215	206	192	178	221	202	246	228	199	197
Woodbury	203	191	188	234	219	215	213	200	188	224	207	253	238	203	194
Woodcliff	194	188G	185C	228	219	219	215	194	188	230	209	246	257	197	196K
Wrightsville	196	189	186C	227	218	216	216	189	183G	230	209	242	253	199	196K
LOUISIANA															
Amite	247	247	245	276	270	237	. . .	245	243	266	259	299	294	247	247
Baton Rouge:															
A.R.-R.R.R.	247	247	245	276	270	243	. . .	245	243	266	259	299	294	247	247
F.R.L. (Note B)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	266	. . .	. . .	. . .	. . .	. . .
F.R.L. (Note Ca)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
F.R.L. (Note E)	251	. . .	. . .	271	. . .	253	. . .	253	. . .	266	. . .	. . .	. . .	251	. . .
F.R.L. (Note F)	. . .	. . .	. . .	249	. . .	229	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
M.V.R.L. (Note Ci)	. . .	. . .	. . .	. . .	. . .	228	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
A.R.L. (Item 90)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Bogalusa	247	247	245	276	270	237	. . .	245	243	266	259	299	294	247	247
Braithwaite	247	247	245	276	270	246	. . .	245	243	266	259	299	294	247	247
Clinton	247	247	245	276	270	237	. . .	245	243	266	259	299	294	247	247

AR - All Rail.
RAR - Rail-Water and Rail.

Add to page 380 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Philadelphia 9		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404, inclusive of Tariff as amended.														
LOUISIANA - Conc.															
Franklinton	247	247	245	275	270	239		245	243	266	259	299	294	247	247
Hammond	247	247	245	275	270	239		245	243	266	259	299	294	247	247
Mandeville	247	247	245	275	270	243		245	243	266	259	299	294	247	247
New Orleans:															
A.R.-R.W.R.	247	247	245	275	270	246		245	243	266	259	299	294	247	247
F.B.L. (Note B)										266					
F.B.L. (Note Ca)						240									
F.B.L. (Note E)				271		255				266				251	
F.B.L. (Note P)				249											
M.V.B.L. (Note Ci)						251									
A.B.L. (Item 90)															
Reserve	247	247	245	275	270	248		245	243	266	259	299	294	247	247
St. Francisville	247	247	245	275	270	243		245	243	266	259	299	294	247	247
Slidell	247	247	245	275	270	243		245	243	266	259	299	294	247	247
Wilson	247	247	245	275	270	237		245	243	266	259	299	294	247	247
MISSISSIPPI															
Aberdeen	218	218	217	244	240	198		220	219	234	228	269	265	218	218
Ackerman	235	235	233	263	263	206		237	235	253	248	284	279	235	235
Amory	218	218	217	244	240	198		220	219	234	228	269	265	218	218
Batesville	224	224	224	240	240	193		220	220	231	231	272	272	224	224
Beaumont	237	237	235	266	261	250		237	235	257	250	287	282	237	237
Belmont	218	218	217	244	240	189		220	219	234	228	269	265	218	218
Belzoni	235	235	233	263	263	210		237	235	253	248	284	279	235	235
Brookhaven	247	247	245	275	270	228		245	243	266	259	299	294	247	247
Bruce	256	256	254	274	274	228		256	256	271	269	306	298	256	256
Calhoun City	235	235	233	253	253	198		237	235	250	248	284	276	235	235
Canton	235	235	233	263	263	214		237	235	253	248	284	279	235	235
Centreville	247	247	245	275	270	237		245	243	266	259	299	294	247	247
Charleston	235	235	233	253	253	200		237	235	250	248	284	276	235	235
Clarksdale	235	235	233	253	253	198		237	235	250	248	284	276	235	235
Cleveland	235	235	233	253	253	202		237	235	250	248	284	276	235	235
Columbia	247	247	245	275	270	230		245	243	266	259	299	294	247	247
Columbus	218	218	217	244	240	202		220	219	234	228	269	265	218	218
Corinth	215	215	215	234	234	182		216	216	227	227	263	263	215	215
Crystal Springs	247	247	245	275	270	221		245	243	266	259	299	294	247	247
DeKalb	226	226	225	256	251	230		228	227	244	238	280	276	226	226
Dundee	235	235	233	253	253	198		237	235	250	248	284	276	235	235
Durant	235	235	233	263	263	210		237	235	253	248	284	279	235	235
Edinburg	235	235	233	263	263	221		237	235	253	248	284	279	235	235
Electric Mills	218	218	217	247	243	224		220	219	237	231	272	268	218	218
Falkner	224	224	224	240	240	179		220	220	231	231	272	272	224	224
Fenwick	264	264	262	293	288	251		263	261	284	277	317	312	264	264
Fernwood	247	247	245	275	270	230		245	243	266	259	299	294	247	247
Fulton	253	253	252	259	256	206		235	234	248	242	283	279	253	253
Gatesville	247	247	245	275	270	221		245	243	266	259	299	294	247	247
Greenville	235	235	233	253	253	210		237	235	250	248	284	276	235	235
Greenwood	235	235	233	253	253	206		237	235	250	248	284	276	235	235
Grenada	235	235	233	253	253	198		237	235	250	248	284	276	235	235
Gulfport	237	237	235	266	261	239		237	235	257	250	287	282	237	237
Irwin	235	235	233	263	263	210		237	235	158	248	284	279	235	235
Hattiesburg	237	237	235	266	261	228		237	235	257	250	287	282	237	237
Hermanville	247	247	245	275	270	225		245	243	266	259	299	294	247	247
Holly Bluff	243	243	241	268	268	214		245	243	260	256	288	288	243	243
Holly Springs	224	224	224	240	240	186		220	220	231	231	272	272	224	224
Horn Lake	224	224	224	240	240	186		220	220	231	231	272	272	224	224
Houston	235	235	233	253	253	198		237	235	250	248	284	276	235	235

AR - All Rail.
RWR - Rail-Water and Rail.

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SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I.

Add to page 300 of Tariff:

SECTION 6 - Continued

To and from Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading		
	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
MISSISSIPPI - Cont.																
Hurley	258	258	256	287	282	258		258	256	278	271	309	304	258	258	
Iuka	215	215	215	234	234	206		216	216	227	227	253	248	234	229	
Jackson	236	236	233	263	263	218		237	236	253	248	284	279	236	236	
Kioto	247	247	245	276	270	234		245	243	266	264	299	294	247	247	
Kokomo	247	247	245	276	270	234		245	243	266	264	299	294	247	247	
Laurel	237	237	235	266	261	225		237	235	257	250	287	282	237	237	
Leakesville	248	245	242	278	269	251		246	240	268	257	299	290	252	248	
Lena	236	236	233	263	263	218		237	236	253	248	284	279	236	236	
Louisville	236	236	233	263	263	210		237	236	253	248	284	279	236	236	
Lucedale	237	237	235	266	261	237		237	236	257	250	287	282	237	237	
Lumberton	237	237	235	266	261	234		237	236	257	250	287	282	237	237	
Macon	218	218	217	247	243	227		220	219	237	231	272	268	218	218	
Marks	236	236	233	263	263	196		237	236	250	248	290	282	261	261	
Mathiston	236	236	233	263	263	202		237	236	250	248	284	276	236	236	
Meadville	264	264	262	293	288	251		263	261	284	277	317	312	284	284	
Meridian	218	218	217	247	243	227		220	219	237	231	272	268	218	218	
Mineral Wells	224	224	224	240	240	189		220	220	231	231	272	272	234	234	
Moorehead	236	236	233	263	263	208		237	236	250	248	284	276	236	236	
Natchez	247	247	245	276	270	234		245	243	266	259	299	294	247	247	
New Albany	224	224	224	240	240	186		220	220	231	231	272	272	234	234	
New Augusta	237	237	236	266	261	230		237	236	257	250	287	282	237	237	
Newton	236	236	233	263	263	214		237	236	253	248	284	279	236	236	
Pascagoula	237	237	236	266	261	243		237	236	257	250	287	282	237	237	
Pelahatchie	236	236	233	263	263	221		237	236	253	248	284	279	236	236	
Picayune	247	247	245	276	270	239		245	243	266	259	299	294	247	247	
Port Gibson	247	247	245	276	270	225		245	243	266	259	299	294	247	247	
Prentiss	264	264	262	293	288	243		263	261	284	277	317	312	284	284	
Prichard	224	224	224	240	240	189		220	220	231	231	272	272	234	234	
Quitman	227	224	221	257	248	221		226	219	247	236	278	269	251	247	
Reisers	236	236	233	263	263	216		237	236	253	248	284	279	236	236	
Richton	237	237	236	266	261	228		237	236	276	271	297	292	237	237	
Rolling Fork	243	243	241	266	266	214		248	243	260	256	295	286	243	243	
Rosedale	236	236	233	263	263	202		237	236	250	248	284	276	236	236	
Roxie	247	247	245	276	270	230		245	243	266	259	299	294	247	247	
Ruleville	236	236	233	263	263	202		237	236	250	248	284	276	236	236	
Sand Hill	236	236	233	263	263	218		237	236	253	248	284	279	236	236	
Saratoga	237	237	236	266	261	226		237	236	257	250	287	282	237	237	
Senatobia	224	224	224	240	240	189		220	220	231	231	272	272	234	234	
Silver Creek	247	247	245	276	270	228		245	243	266	259	299	294	247	247	
Sumrall	266	266	263	293	288	261		266	263	276	268	306	300	256	256	
Swan Lake	236	236	233	263	263	199		237	236	250	248	284	276	236	236	
Tunica	224	224	224	240	240	189		220	220	231	231	272	272	234	234	
Tupelo	218	218	217	244	240	190		220	219	234	228	269	265	216	216	
Tylertown	247	247	245	276	270	243		245	243	266	259	299	294	247	247	
Union	236	236	233	263	263	214		237	236	253	248	284	279	236	236	
Vicksburg:																
A.R.-R.W.R.	243	243	241	266	266	221		245	243	260	256	295	286	243	243	
F.B.L. (Note B)																
F.B.L. (Note C)						218										
F.B.L. (Note E)						213										
F.B.L. (Note P)										268						
M.V.B.L. (Note C1)	252			249						249				254		
A.B.L. (Item 90)				247		208		254		247		281		252		
Wanilla	247	247	245	276	270	226		245	243	266	259	299	294	247	247	
Water Valley	234	234	234	240	240	192		220	220	231	231	272	272	234	234	

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SECTION 1-A - Continued

...ed From Stations ...own on pages 96 ... 173, inclusive ... tariff as amended, ...hing Rate Basis ...own below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Philadelphia		P-Port		Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	R&R	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 454, inclusive of Tariff as amended.)															
. MISSISSIPPI ... Conc.																
...sboro	227	224	221	267	248	225	. . .	225	219	247	234	278	269	231	227	
... Point	218	218	217	244	240	202	. . .	220	218	254	225	269	265	218	218	
... Hot	236	236	235	265	251	245	. . .	236	227	254	248	290	286	236	236	
...lee	237	237	235	266	261	254	. . .	237	235	257	250	287	282	237	237	
...	236	236	233	263	253	206	. . .	237	236	250	248	284	276	236	236	
...ville	247	247	245	275	270	248	. . .	245	243	268	259	299	294	247	247	
...e City	236	236	233	263	253	216	. . .	237	236	253	248	284	279	236	236	
NORTH CAROLINA																
...klin	186	181K	178K	213	206F	206	206	187	183K	204	197F	234	227F	186	181K	
SOUTH CAROLINA																
...l	169	159	156	199	186	189	189	170	160	193	178	223	210	170	163F	
...ndale	173	167Q	164C	207	198	198	194	172	166Q	199	188	234	215	176	172R	
...rman	169	165K	162K	199	195K	189	189	170	166K	189	186K	223	219K	169	165K	
...ens	160	156K	153K	193	186F	186	186	161	157K	182	175	215	206F	161	157K	
...well	169	159	156	199	186	189	189	170	160	193	178	223	210	170	163F	
...burg	169	159	156	199	186	189	189	170	160	193	178	223	210	170	163F	
...on	169	165K	162K	199	195K	189	189	170	166K	189	186K	223	219K	169	165K	
...ettsville	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...sburg	154	150K	147K	185	181K	174	174	155	151K	178	172K	207	203K	154	150K	
...kville	169	159	156	199	186	189	189	170	160	193	178	223	210	170	163F	
...heim	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
... Buffalo	177	173K	170K	209	205K	203	203	178	174K	199	195K	231	227K	178	174K	
... Buffalo	160	156K	153K	193	189K	186	186	161	157K	182	178K	215	211K	161	157K	
...on Falls	169	165K	162K	199	195K	189	189	170	166K	189	186K	223	219K	169	165K	
...en	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...isle	160	156K	153K	193	189K	186	186	161	157K	182	178K	215	211K	161	157K	
...nha	154	150K	147K	185	181K	174	174	155	151K	178	172K	207	203K	154	150K	
...leston	160	156K	153K	193	186F	186	186	161	157K	182	173	215	206F	161	157K	
...ns	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...ter	154	150K	147K	185	181K	174	174	155	151K	178	172K	207	203K	154	150K	
...terfield	164	160K	154K	192	186K	184	184	165	161K	188	179K	217	213K	164	160K	
...ton	160	156K	153K	193	189K	186	186	161	157K	182	178K	215	211K	161	157K	
...bia	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...ay	160	156K	153K	193	186F	186	186	161	157K	182	173	215	206F	161	157K	
...ay	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...	173	167Q	164C	207	198	198	194	172	166Q	199	188	224	215	176	172K	
...esville	160	156K	153K	193	186F	186	186	161	157K	182	173	215	206F	161	157K	
...ington	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...ark	169	159	156	199	186	189	189	170	160	193	178	223	210	170	163F	
...on	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...field	169	165K	162K	199	195K	189	189	170	166K	189	186K	223	219K	169	165K	
...ll	173	167Q	164C	207	198	198	194	172	166Q	199	188	224	215	176	172K	
...fax	173	167Q	164C	207	198	198	194	172	166Q	199	188	224	215	176	172K	
...enco	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
... Lawn	154	150K	147K	185	181K	174	174	155	151K	178	172K	207	203K	154	150K	
...gstown	160	156K	153K	193	186F	186	186	161	157K	182	173	215	206F	161	157K	
...ltsville	169	159	156	199	186	189	189	170	160	193	178	223	210	170	163F	
...t Falls	154	150K	147K	185	181K	174	174	155	151K	178	172K	207	203K	154	150K	
...rville	160	156K	153K	193	189K	186	186	161	157K	182	178K	215	211K	161	157K	
...mood	169	165K	162K	199	195K	189	189	170	166K	189	186K	223	219K	169	165K	
...B. Jct.	169	159	156	199	186	189	189	170	160	193	178	223	210	170	163F	
...esville	173	167Q	164C	207	198	198	194	172	166Q	199	188	224	215	176	172K	
...sville	154	150K	147K	182	178K	174	174	155	151K	173	167Q	207	203K	154	150K	
...y Hill	160	156K	153K	193	186F	186	186	161	157K	182	173	215	206F	161	157K	
...on	173	167Q	164C	207	198	198	194	172	166Q	199	188	224	215	176	172K	

AR - All Rail.
R&R - Rail-Water and Rail.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading		
	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)															
SOUTH CAROLINA - Cont.																
Kingville	160	156K	152E	193	186F	186	186	161	157K	182	173	215	206F	161	157	
Lake City	160	156K	152E	193	186F	186	186	161	157K	182	173	215	206F	161	157	
Lancaster	154	150K	147E	186	181K	174	174	155	151K	176	172K	207	203K	154	150	
Lando	154	150K	147E	186	181K	174	174	155	151K	176	172K	207	203K	154	150	
Lanes	160	156K	152E	193	186F	186	186	161	157K	182	173	215	206F	161	157	
Laurens	160	156K	152E	193	189K	186	186	161	157K	182	178K	215	211K	161	157	
McBee	154	150K	147E	182	178K	174	174	155	151K	173	1670	207	203K	154	150	
McColl	154	150K	147E	182	178K	174	174	155	151K	173	1670	207	203K	154	150	
McCormick	169	165K	162E	199	195K	189	189	170	166K	189	185K	223	219K	169	165	
Marion	154	150K	147E	182	178K	174	174	155	151K	173	1670	207	203K	154	150	
Meggetts	169	159	156	199	186	189	189	170	160	193	178	223	210	170	159	
Mullins	154	150K	147E	182	178K	174	174	155	151K	173	1670	207	203K	154	150	
Newberry	160	156K	152E	193	189K	186	186	161	157K	182	178K	215	211K	161	157	
North Augusta	173	1670	164C	207	196	196	194	172	1660	199	186	234	215	176	170	
Orangeburg	160	156K	152E	193	186F	186	186	161	157K	182	173	215	206F	161	157	
Pageland	166	162K	159E	194	190K	186	186	167	163K	186	182K	219	215K	166	162	
Perry	169	159	156	199	186	189	189	170	160	193	178	223	210	170	159	
2008 Pittsburg	169	158	155	199	186	189	189	170	160	189	174	223	210	169	159	
2015 Pittsburg	190	190	177	220	207	210	210	191	181	210	195	244	231	190	180	
Poston	154	150K	147E	182	178K	174	174	155	151K	173	1670	207	203K	154	150	
Pregnall	160	156K	152E	193	186F	186	186	161	157K	182	173	215	206F	161	157	
Richburg	161	157K	154E	203	199K	181	181	162	158K	180	176K	215	211K	161	157	
Rock Hill	154	150K	147E	186	181K	174	174	155	151K	176	172K	207	203K	154	150	
Russellville	168	164K	161E	201	194F	194	194	169	165K	190	181	222	215F	169	165	
Saluda	179	169	166	200	187	199	199	180	170	203	188	233	220	180	170	
Seneca	169	165K	162E	199	195K	189	189	170	166K	189	185K	223	219K	169	165	
Spartanburg	160	156K	153E	193	189K	186	186	161	157K	182	178K	215	211K	161	157	
Sumter	154	150K	147E	182	178K	174	174	155	151K	173	1670	207	203K	154	150	
Tillman	173	1670	164C	207	196	196	194	172	1660	199	186	234	215	176	170	
Union	160	156K	153E	193	189K	186	186	161	157K	182	178K	215	211K	161	157	
Walterboro	169	159	156	199	186	189	189	170	160	193	178	223	210	170	159	
Ware Shoals	169	165K	162E	199	195K	189	189	170	166K	189	185K	223	219K	169	165	
Winnsboro	160	156K	153E	193	186F	186	186	161	157K	182	173	215	206F	161	157	
Yemassee	173	1670	164C	207	196	196	194	172	1660	199	186	234	215	176	170	
York	154	150K	147E	186	181K	174	174	155	151K	176	172K	207	203K	154	150	
TENNESSEE																
Arlington	224	224	224	240	240	182	. . .	220	220	231	231	272	272	224	224	
Armona	185	181K	178E	211	204F	167	. . .	187	183K	204	197F	234	227F	185	181K	
Ashland City	216	216	216	230	. . .	171	. . .	207	207	227	. . .	263	263	213	. . .	
Athens	185	181K	178E	211	204F	172	. . .	187	183K	204	197F	234	227F	185	181K	
Bells	217	217	217	231	. . .	173	. . .	207	207	227	. . .	267	257	216	. . .	
Brownsville	221	221	221	234	. . .	176	. . .	207	207	231	. . .	264	264	217	. . .	
Bruceton	210	210	210	227	. . .	167	. . .	197	197	224	. . .	257	257	210	. . .	
Carthage	210	210	210	225	. . .	182	. . .	210	210	221	221	258	258	210	. . .	
Carthage Jct.	210	210	210	225	. . .	182	. . .	210	210	221	221	258	258	210	. . .	
Centreville	216	216	216	234	234	176	. . .	216	216	227	227	263	263	216	216	
Chattanooga	185	181K	178E	211	204F	176	176	187	183K	204	197F	234	227F	185	181K	
Clarksville	203	203	203	217	. . .	158	. . .	193	193	213	. . .	250	250	199	. . .	
Cleveland	185	181K	178E	211	204F	179	. . .	187	183K	204	197F	234	227F	185	181K	
Columbia	202	202	202	224	224	170	. . .	205	205	217	217	253	253	202	202	
Cookeville	212	212	212	227	227	186	. . .	213	213	223	223	260	260	212	212	
Copperhill	185	181K	178E	211	204F	184	. . .	187	183K	204	197F	234	227F	185	181K	
Cordell	182	182	182	207	207	154	. . .	177	177	199	199	234	234	182	182	
Covington	227	227	227	237	. . .	182	. . .	213	213	233	. . .	264	264	222	. . .	
Crossville	190	190	190	214	214	175	. . .	185	185	207	207	242	242	190	190	
Dayton	185	181K	178E	211	204F	167	. . .	187	183K	204	197F	234	227F	185	181K	

AR - All Rail.
RWR - Rail-Water and Rail.

SUPPLEMENT NO. 38 - FREIGHT TARIFF NO. 44-I.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive, of Tariff as amended.															
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	RnR	ARn	AR	RnR	AR	RnR	AR	RnR	AR	RnR	AR	RnR	AR	RnR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)														
TENNESSEE - Cont.															
Delrose	202	202	202	224	224	178		205	205	217	217	253	253	202	202
Dickson	206	206	206	221		166		202	202	222		253	253	201	
Ramlap	202	202	202	224	224	186		205	205	217	217	253	253	202	202
Dyersburg	221	221	221	229		176		210	210	223		254	254	212	
East Jamestown	182	182	182	207	207	156		177	177	199	199	234	234	182	182
Erin	207	207	202	221		164		198	198	217		253	253	203	
Etowah	185	181K	178K	211	204P	172		187	183K	204	197P	234	227P	186	181K
Fayetteville	202	202	202	224	224	178		205	205	217	217	253	253	202	202
Fork Mountain	182	182	182	207	207	159		177	177	199	199	234	234	182	182
Fork Ridge	174	174	174	203		146		162	162	191		226	226	174	
Gallatin	202	202	202	217	217	157		205	205	213	213	250	250	202	202
Garnt	182	182	182	207	207	154		177	177	199	199	234	234	182	182
Glen Mary	182	182	182	207	207	154		177	177	199	199	234	234	182	182
Grand Jct	224	224	224	240	240	188		220	220	231	231	272	272	224	224
Greeneville	170	166K	163K	196	191K	160		166	162K	186	184K	221	217K	170	166K
Harriman	182	182	182	207	207	159		177	177	199	199	234	234	182	182
Hartsville	202	202	202	217	217	160		205	205	213	213P	250	250	202	202
Hermitage	202	202	202	217	217	162		205	205	213	213	250	250	202	202
Hickory Point	211	211	211	224		166		201	201	221		258		207	
Hohenwald	219	215	215	234	234	178		216	216	227	227	265	265	215	215
Humboldt	217	217	217	231		173		205	205	227		257	257	213	
Jackson	217	217	217	231		173		200	200	226		261	261	217	
Jellico	182	182	182	207	207	161		177	177	199	199	234	234	182	182
Kenwood	204	204	204	218		165		194	194	214		251	251	200	
Knoxville	170	166K	163K	196	191K	164		166	162K	186	184K	224	220K	170	166K
LaFollette	182	182	182	207	207	156		177	177	199	199	234	234	182	182
Lake City	182	182	182	207	207	159		177	177	199	199	234	234	182	182
Lawrenceburg	215	215	215	234	234	178		216	216	227	227	265	265	215	215
Lebanon	202	202	202	217	217	167		205	205	213	213	250	250	202	202
Lenoir City	185	181K	178K	211	204P	171		187	183K	204	197P	234	227P	186	181K
Lewisburg	202	202	202	224	224	176		205	205	217	217	253	253	202	202
Lexington	213	213	213	231		173		206	206	231		265	265	213	
Liberty Hill	170	166K	163K	196	191K	164		166	162K	186	184K	221	217K	170	166K
McKenzie	213	213	213	226		167		199	199	222		253	253	210	
McMinnville	202	202	202	224	224	162		205	205	217	217	253	253	202	202
Madisonville	185	181K	178K	211	204P	172		187	183K	204	197P	234	227P	186	181K
Mahan	182	182	182	207	207	159		177	177	199	199	234	234	182	182
Martin	208	208	208	216		166		202	202	210		241	241	199	
Maryville	185	181K	178K	211	204P	167		187	183K	204	197P	234	227P	186	181K
Memphis:															
A.R.-R.W.R.	224	224	224	240	240	186		220	220	231	231	272	272	224	224
P.B.L. (Note E)						176									
M.V.B.L. (Note C1)	214			234		171		215		234		247		214	
A.B.L. (Item 90)															
Middleton	224	224	224	240	240	179		220	220	231	231	272	272	224	224
Milan	213	213	213	227		170		205	205	223		254	254	213	
Monterey	192	192	192	217	217	181		187	187	209	209	244	244	192	192
Morristown	170	166K	163K	196	191K	160		166	162K	186	184K	221	217K	170	166K
Moscow	224	224	224	240	240	182		220	220	231	231	272	272	224	224
Murfreesboro	202	202	202	224	224	168		205	205	217	217	253	253	202	202
Nashville	202	202	202	217	217	160		205	205	213	213	250	250	202	202
Newport	170	166K	163K	196	191K	166		166	162K	186	184K	221	217K	170	166K
Nicks Creek	182	182	182	207	207	158		177	177	199	199	234	234	182	182
Paris	213	213	213	224		164		199	199	220		261	261	209	

AR - All Rail.
RnR - Rail-Water and Rail.

SUPPLEMENT NO. 38 - FREIGHT TARIFF NO. 44-1.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.														
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Pepes Creek		Port Jervis		Portland		Reading	
	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)														
TENNESSEE - Conc.															
Petros	182	182	182	207	207	164	. . .	177	177	199	199	254	254	182	[illegible]
Pulaski	202	202	202	224	224	178	. . .	203	203	217	217	253	253	202	[illegible]
Scottsboro	218	218	218	232	. . .	172	. . .	209	209	227	. . .	265	265	215	. . .
Selmer	215	215	215	234	234	179	. . .	216	216	227	227	265	265	215	[illegible]
Sevierville	190	186K	185E	215	211K	187	. . .	186	182K	208	204K	244	240K	190	[illegible]
Shooks	189	184K	181E	211	207K	181	. . .	182	178K	206	202K	242	238K	187	[illegible]
Somerville	224	224	224	240	240	179	. . .	220	220	231	231	272	272	224	[illegible]
South Pittsburg	202	202	202	224	224	179	. . .	203	203	217	217	253	253	202	[illegible]
Sparta	202	202	202	224	224	186	. . .	203	203	217	217	253	253	202	[illegible]
Springfield	199	199	199	213	. . .	158	. . .	190	190	213	. . .	250	250	199	. . .
Surgoinsville	156	156	156	185	185	152	. . .	145	145	174	174	213	213E	156	[illegible]
Tiprell	170	166K	163E	195	191K	164	. . .	166	162K	188	184K	221	217K	170	[illegible]
Tiptonville	222	222	222	230	230	176	. . .	210	210	224	. . .	255	255	213	. . .
Tracy City	202	202	202	224	224	182	. . .	203	203	217	217	253	253	202	[illegible]
Tullahoma	202	202	202	224	224	175	. . .	203	203	217	217	253	253	202	[illegible]
Union City	206	206	206	213	. . .	165	. . .	180	180	208	. . .	239	239	197	. . .
Watertown	209	209	209	224	224	177	. . .	209	209	220	220	256	256	209	[illegible]
Waverly	208	208	208	224	. . .	169	. . .	203	203	224	. . .	260	260	203	. . .
White Bluff	206	206	206	221	. . .	167	. . .	201	201	217	. . .	253	253	201	. . .
Whiteville	224	224	224	240	240	179	. . .	220	220	231	231	272	272	224	[illegible]
Wilder	194	194	194	218	218	186	. . .	188	188	210	210	246	246	194	[illegible]

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richwood		Rochester		Russell-		Scranton		Sunset		Stamford		Syracuse	
	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
ALABAMA														
Akron	213		238	238	209		231	231	214		260	256	[illegible]	238
Alexander City	207	207	222	222	204	204	211	207	209	209	257	220	221	217
Aliceville	221		238		216		231	231	220		260	256	238	238
Altoona	195	195	213	213	191	191	217	213	198	198	247	239	238	234
Andalusia	236	236	244	244	234	234	237	235X	239	229	262	250	253	248X
Anniston	195	195	213	213	192	192	211	207	197	197	257	220	221	217
Athens	234		243	243	230		240	240	235		269	260	250	250
Bayou La Batre	243		243	243	240		240	240	245		269	260	250	250
Birmingham	201	201	219	219	197	197	217	213X	202	202	247	239	238	234X
Blocton	207	207	221	221	201	201	217	213	206	206	247	239	238	234
Blossburg	204	204	219	219	197	199	217	213	204	204	247	239	238	234
Boaz	195	195	210	210	190	190	217	213	195	195	247	239	238	234
Bolingo	221		238	238	212		231	231	217		260	256	238	238
Boyd	240		256	256	234		248	248	238		278	274	256	256
Brantley	223	223	244	244	222	222	237	235X	227	227	268	250	253	248X
Brewton	230	230	244	244	226	226	237	235X	231	231	262	250	253	248X
Brilliant	216		227		209		227	227	214		257	256	231	231
Brownville	230		246		234		248	248	239		278	274	256	256
Bual	216		238		209		227	227	214		257	253	231	231
Burbank	258		264		252		281	281	267		290	281	271	271
Calera	207	207	221	221	201	201	217	213X	206	206	247	239	238	234X
Calvert	234		243	243	230		240	240	235		269	260	250	250
Cardiff	204	204	219	219	199	199	217	213	204	204	247	239	238	234
Carrollton	230		243		225		245	245	230		278	271	243	243
Cedar Bluff	198	198	213	213	187	189	211	207	194	194	257	250	231	217
Chatom	258		265	263	252		265	265	259		288	285	273	273
Chelsea	204	204	221	221	201	201	217	213X	206	206	247	239	238	234X
Cherokee	199		208		192		219	219	197		250	250	218	
Childersburg	201	201	221	221	200	200	217	213X	206	206	247	239	238	234X
Choctaw City	243		263	263	236		260	260	241		289	280	270	270
Clanton	210	210	225	225	204	204	217	213X	209	209	247	239	238	234X
Colta	207	207	221	221	201	201	217	213	206	206	247	239	238	234
Cromwell	230		256	256	238		248	248	240		278	274	256	256
Cullman	199	199	211	211	192	192	217	213	197	197	247	239	238	234
Decatur	196		207		186		216	216	191		240	240	208	
Demopolis	219		238	238	218		231	231	223		260	256	238	238
Dothan	221	221	231	227	220	220	224	217Y	225	225	253	239	240	230
Elba	229	229	244	244	228	228	237	235X	233	233	262	250	253	248X
Enterprise	229	229	244	244	228	228	237	235X	233	233	262	250	253	248X
Eufaula	221	218	227	223	201	198	217	207	206	203	244	229	237	226
Fayette	213		228		209		227	227	214		257	253	231	231
Fern Bank	216		228		211		227	227	216		257	253	231	231
Fleetwood	230		243	243	226		240	240	231		269	260	250	250
Florala	231	231	244	244	228	228	237	235X	233	233	262	250	253	248X
Florence	196		207		189		219	219	194		250	250	213	
Foley	243		243	243	236		240	240	241		269	260	250	250
Franklin	211	211	231	227	212	212	224	217Y	217	217	253	239	240	230
Frisco City	230		243	243	236		240	240	231		269	260	250	250
Gadsden	196	196	210	210	189	189	211	207	194	194	257	230	221	217
Gamery	207	207	221	221	200	200	217	213X	206	206	247	239	238	234X
Geneva	231	231	244	244	238	238	237	235X	253	253	262	250	253	248X
Greensboro	216		228	228	210		231	231	215		260	256	238	238
Greenville	221	221	244	244	218	218	237	235X	223	223	262	250	253	248X
Gurley	192		207		186		210	210	191		240	240	208	
Gurnee Jct	207	207	221	221	200	200	217	213	206	206	247	239	238	234

AR - All Rail.
RwR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richwood		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
ALABAMA - Con.														
Malcomka	219	216	227	223	201	198	217	207	208	208	244	229	237	
Maleyville	208	. . .	215	. . .	196	. . .	227	227	200	. . .	257	253	231	
Mardenay	216	216	231	227	215	215	234	217F	220	220	253	239	240	
Martford	229	229	244	244	228	228	237	233X	233	233	262	250	253	
Meadland	221	221	231	227	220	220	234	217F	225	225	253	239	240	
Meflin	198	198	216	216	196	196	211	207	200	200	237	230	221	
Huntsville	196	. . .	207	. . .	189	. . .	213	213	194	. . .	240	240	208	. . .
Hurtsboro	214	214	231	227	215	215	234	217F	220	220	253	239	240	
Jamestown	181	181	204	204	182	182	211	207	187	187	237	230	221	
Jasper	207	207	221	221	201	201	217	213	206	206	247	239	228	
Kimbrough	221	. . .	243	243	218	. . .	240	240	223	. . .	269	260	250	
La Fayette	208	208	221	221	209	209	211	207	214	214	237	230	221	
Lanett	219	216	227	223	201	198	217	207	206	208	244	229	237	
Lehigh	201	201	216	216	196	196	217	213	200	200	247	239	228	
Linden	221	. . .	243	243	218	. . .	240	240	223	. . .	269	268	250	
Luverne	223	223	244	244	218	218	237	233X	223	223	262	250	253	
Madrid	229	229	244	232	228	228	234	227F	233	233	253	239	253	
Maplesville	210	210	228	228	206	206	217	213X	211	211	247	239	228	
Margaret	207	207	221	221	201	201	217	213X	206	206	247	239	228	
Marigold	228	228	239	239	221	221	238	234	226	226	268	260	249	
Marion Jct	219	219	228	228	213	213	217	213X	218	218	247	239	228	
Maylene	210	210	225	225	203	203	217	213X	208	208	247	239	228	
Mobile:														
A.R.-R.W.R.	239	. . .	243	243	235	. . .	240	240	240	. . .	264	260	250	
F.B.L. (Note B)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	
F.B.I. (Note Ca)	250	. . .	239	. . .	238	. . .	. . .	. . .	244	. . .	. . .	. . .	. . .	
F.B.I. (Note E)	248	. . .	234	. . .	. . .	. . .	267	. . .	. . .	. . .	. . .	. . .	251	. . .
Monroeton	225	. . .	243	243	221	. . .	240	240	228	. . .	269	260	250	
Monroeville	230	. . .	243	243	224	. . .	240	240	229	. . .	269	260	250	
Montgomery	216	216	231	227	210	210	224	217F	215	215	253	239	240	
Madawah	221	. . .	243	243	218	. . .	240	240	223	. . .	269	260	250	
Opelika	219	216	227	223	201	198	217	207	206	203	244	229	237	
Opp	229	229	244	244	228	228	237	233X	231	231	262	250	253	
Ozark	221	221	231	227	220	220	224	217F	225	225	253	239	240	
Panola	238	. . .	258	. . .	235	. . .	251	251	240	. . .	280	278	258	
Pell City	201	201	216	216	196	196	217	213X	200	200	247	229	228	
Phenix City	219	216	227	223	201	198	217	207	206	203	244	229	237	
Piedmont	192	192	213	213	191	191	211	207	198	198	237	230	221	
Pittsview	217	217	231	227	218	218	224	217F	223	223	253	239	240	
Red Bay	204	. . .	211	. . .	196	. . .	227	227	200	. . .	257	253	231	
Reform	218	. . .	228	. . .	209	. . .	227	227	214	. . .	257	253	231	
Riverview	219	216	227	228	201	198	217	207	206	203	244	229	237	
Roanoke	207	207	221	221	206	206	211	207	211	211	237	230	221	
Samson	231	231	244	244	228	228	237	233X	233	233	262	250	253	
Satsuma	237	. . .	243	243	233	. . .	240	240	238	. . .	269	260	250	
Selma	216	216	228	228	210	210	217	213X	215	215	247	239	228	
Silas	253	. . .	268	268	246	. . .	281	281	251	. . .	294	290	275	
Sipsey	207	207	225	225	203	203	217	213	208	208	247	239	228	
Stevenson	186	. . .	200	. . .	180	. . .	204	204	185	185	240	240	208	. . .
Suggsville	228	. . .	243	243	224	. . .	240	240	229	. . .	269	260	250	
Sylacauga	204	204	221	221	201	201	211	207	206	206	237	230	221	
Talladega	198	198	219	219	197	197	211	207	202	202	237	230	221	
Tallassee	229	229	248	244	230	230	241	234F	235	235	270	256	247	
Troy	220	220	231	227	218	218	224	217F	223	223	253	239	240	
Tuscaloosa	210	210	225	225	204	204	217	213	209	209	247	239	228	
Tuskegee	226	226	238	234	226	226	241	234F	223	223	270	256	246	
Union Springs	217	217	231	223	216	216	224	217F	221	221	253	239	240	

AR - All Rail.
R&R - Rail-Water and Rail.

dd to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richmond		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
ALABAMA - Conc.														
Valley Head	186	186	200	200	180	180	211	207	186	186	237	230	221	217
Vinegar Bend	237	. . .	243	243	233	. . .	240	240	238	. . .	269	260	250	250
Warrior	207	207	219	219	199	199	217	213	204	204	247	239	228	224
Wattsville	198	198	216	216	196	196	217	213X	200	200	247	239	228	224X
Winfield	213	. . .	227	. . .	207	. . .	227	227	212	. . .	257	253	231	231
Wmtley	246	. . .	256	. . .	239	. . .	248	248	244	. . .	278	274	256	256
Yolande	207	207	221	221	200	200	217	213	206	206	247	239	228	224
York	219	. . .	238	238	215	. . .	231	231	230	. . .	260	256	238	238
ARKANSAS														
Helena:														
A.R.-R.W.R.	208	. . .	221	. . .	199	. . .	240	240	204	. . .	272	264	234	. . .
F.B.L. (Note E)	. . .	. . .	225	. . .	207	. . .	. . .	. . .	214	. . .	. . .	. . .	. . .	. . .
F.B.L. (Note F)	. . .	. . .	208	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
A.B.L. (Item 90)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
FLORIDA														
Alachua	236	233	244	238	232	229	227	219	237	234	263	256	244	234
Altha	231	231	244	244	228	228	237	253X	233	233	263	260	253	249X
Apalachicola	230	227	244	236	232	229	227	219	237	234	253	238	244	234
Arcadia	271	270	279	273	268	267	259	253G	273	272	276	262	276	267
Avon Park	263	262	270	264	259	258	250	243F	264	263	266	253	266	257
Barrineau Park	234	. . .	245	245	230	. . .	240	240	235	. . .	269	260	250	250
Bartow	258	257	270	264	259	258	250	243F	264	263	266	253	266	257
Baxter	217	211	231	223	213	207	213	202	218	212	238	220	234	221
Bell	257	254	244	236	232	229	227	219	237	234	253	236	244	234
Belleglade-Chosen	271	270	279	273	268	267	259	253G	273	272	276	262	276	267
Blountstown	234	234	244	244	228	228	237	253X	233	233	262	250	253	240K
Bradenton	263	262	270	264	259	258	250	243F	264	263	266	253	266	257
Bradford	238	233	244	236	232	229	227	219	237	234	253	236	244	234
Brewster	263	262	270	264	259	258	250	243F	264	263	266	253	266	257
Brooksville	254	252	261	254	250	248	241	234F	255	253	263	249	257	248
Bunker Hill	279	279	287	283	276	276	267	262H	280	280	281	270	283	276F
Campbellton	229	229	244	232	228	228	234	227F	233	233	253	239	253	235
Carter Hill	256	254	261	254	250	248	241	234F	255	253	253	249	257	248
Century	230	. . .	243	243	228	. . .	240	240	231	. . .	269	260	250	250
Chattahoochee	221	218	244	237	220	217	231	221	226	222	244	229	247	236
Chaluota	254	252	261	254	250	248	241	234F	255	253	263	249	257	248
Clearwater	263	262	270	264	259	258	250	243F	264	263	266	253	266	257
Clewiston	271	270	279	273	268	267	259	253G	273	272	276	262	276	267
Cottondale	227	227	244	232	228	228	234	227F	233	233	253	239	253	235
Crestview	236	236	244	244	228	228	237	238K	233	233	262	250	253	240K
Cross City	238	235	244	236	232	229	227	219	237	234	253	238	244	234
Daytona Beach	246	243	252	246	241	239	233	226	246	244	257	243	248	238
Dehuniak Springs	236	238	244	244	228	228	237	238K	233	233	262	250	253	240K
Dowling Park	243	240	244	238	232	229	227	219	237	234	253	238	244	234
Drexel	254	252	261	254	250	248	241	234F	255	253	263	249	257	248
Drifton	219	216	244	227	220	217	231	221	226	222	244	229	247	236
Dunnellon	246	243	252	246	241	239	233	226	246	244	257	243	248	238
Everglades	279	279	287	283	276	276	267	262H	280	280	281	270	283	276F
Fairfield	229	226	244	236	232	229	227	219	237	234	253	238	244	234
Fellsmere	276	276	284	282	272	271	264	257J	277	276	280	267	279	270
Fernandina	214	208	221	218	213	207	213	202	218	212	238	220	234	221
Ft. Lauderdale	279	279	287	283	276	276	267	262H	280	280	281	270	283	276F
Ft. Myers	279	279	287	283	276	276	267	262H	280	280	281	270	283	276F
Ft. Pierce	271	270	279	264	259	258	250	243F	264	263	266	253	266	257
Gainesville	236	233	244	236	232	229	227	219	237	234	253	236	244	234

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richwood		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
FLORIDA - Con.														
Graceville	237	237	244	244	228	228	237	233K	238	233	262	250	253	248
Green Cove Springs	229	226	237	229	223	220	217	208	226	226	244	229	227	221
Greenville	217	211	240	231	218	212	221	210	223	217	238	220	240	227
Greenwood	246	246	254	250	243	243	247	240F	248	248	270	262	253	247
Haines City	259	257	261	254	250	248	241	234F	255	253	253	249	257	248
Hastings	236	233	244	236	232	229	227	219	237	234	253	238	244	231
Hawthorne	236	233	244	236	232	229	227	219	237	234	253	238	244	231
High Springs	236	233	244	236	232	229	227	219	237	234	253	238	244	231
Hilliard	217	211	231	222	213	207	213	202	218	212	238	220	234	221
Homestead	288	288	296	292	284	284	276	272K	289	289	290	279	291	288
Hosford	230	227	244	236	232	229	227	219	237	234	253	238	244	231
Jacksonville	217	211	231	222	213	207	213	202	218	212	233	220	234	221
Jamieson	230	227	244	237	230	217	231	221	225	222	244	229	247	236
Jasper	217	211	231	222	213	207	213	202	218	212	238	220	234	221
Jupiter	271	270	279	275	268	267	259	253G	275	272	276	262	276	267
Kenansville	280	279	270	264	259	258	250	243F	264	263	286	253	286	257
Kissimmee	249	247	261	254	250	248	241	234F	255	253	263	249	257	248
Lake Butler	227	224	237	229	223	220	217	208	228	226	244	229	237	228
Lake City	217	211	231	222	213	207	213	202	218	212	238	220	234	221
Lakeland	263	262	270	264	259	258	250	243F	264	263	286	253	286	257
Lake Wales	263	262	270	264	259	258	250	243F	264	263	286	253	286	257
Lawtey	226	223	237	229	223	220	217	208	228	226	244	229	237	228
Leesburg	245	243	253	246	241	239	233	225	246	244	267	243	248	238
Live Oak	217	211	240	232	218	212	221	210	223	217	238	220	240	227
Madison	212	206	240	231	218	212	221	210	223	217	238	220	240	227
Marianna	229	229	244	238	228	228	234	227F	233	233	253	229	255	248
Mayo	244	241	244	236	232	229	227	219	237	234	253	238	244	231
Maytown	245	243	253	246	241	239	238	225	246	244	267	243	248	238
Melbourne	264	262	261	254	250	248	241	234F	255	253	263	249	257	248
Miami	279	279	287	283	276	276	267	262K	280	280	281	270	283	278
Milton	229	229	244	244	228	228	237	233K	233	233	262	250	255	248
Naples	279	279	287	283	276	276	267	262K	280	280	281	270	283	278
Newberry	248	245	244	238	232	229	227	219	237	234	253	238	244	231
Ocala	245	243	253	246	241	239	[illegible]	225	246	244	267	243	248	238
Okeechobee	271	270	279	275	268	267	[illegible]	253G	275	272	276	262	276	267
Opal	271	270	279	275	268	267	259	253G	275	272	276	267	276	267
Orlando	254	252	261	254	250	248	241	234F	255	253	263	249	257	248
Otter Creek	250	248	253	246	241	239	238	225	246	244	267	243	248	238
Palatka	236	233	244	236	232	229	227	219	237	234	253	238	244	231
Palmdale	271	270	279	275	268	267	259	253G	275	272	276	262	276	267
Panama City	235	235	244	244	228	228	237	233K	238	233	262	250	253	248
Pensacola	235	235	243	243	234	234	240	240	239	238	269	250	250	250
Perry	234	234	244	236	232	229	227	219	237	234	253	238	244	231
Pierson	245	243	253	246	241	239	[illegible]3	225	246	244	267	243	248	238
(CSD) Pinetta	218	209	240	231	218	218	221	210	223	217	238	220	240	227
(CSD) Pinetta	236	230	261	252	259	253	242	231	244	238	259	241	258	248
Plant City	259	258	270	264	259	258	250	243F	264	263	286	253	286	257
Port St. Joe	233	230	244	244	232	229	227	238K	237	234	262	250	253	248
Potatoville	236	233	244	238	228	229	227	219	237	234	253	238	244	231
Quincy	219	216	244	237	220	217	221	221	225	225	244	229	247	236
St. Augustine	228	228	244	236	228	229	227	219	237	234	253	238	244	231
St. Catherine	264	262	261	254	250	248	241	234F	255	253	263	249	257	248
St. Petersburg	263	262	270	264	259	258	250	243F	264	263	286	253	286	257
Sanderson	217	210	231	222	213	207	213	202	218	212	238	220	234	221
Sanford	241	239	253	246	241	239	233	225	246	244	267	243	248	238

AR - All Rail.
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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richwood		Rochester		Russell		Scranton		Sunset		Stanford		Syracuse	
	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
FLORIDA -Conc.														
Sarasota	271	270	279	273	268	267	259	253G	273	272	276	262	275	267
Shady Grove	230	227	244	236	232	229	227	219	237	234	253	236	244	234
South Boca Grande	278	279	287	283	276	276	267	262H	280	280	281	270	283	276F
South Jacksonville	227	224	237	229	223	220	217	208	228	225	244	229	237	226
Tallahassee	221	218	244	237	220	217	231	221	226	222	244	229	247	236
Tampa	263	262	270	264	259	258	250	243F	264	263	268	253	266	257
Titusville	254	252	261	254	250	248	241	234F	255	253	263	249	257	248
Wahulla	238	235	244	236	232	229	227	219	237	234	253	236	244	234
West Palm Beach	279	279	287	283	276	276	267	262H	280	280	281	270	283	276F
Williston	245	243	253	246	241	239	253	225	246	244	257	243	248	238
Winter Garden	254	252	261	254	250	248	241	234F	255	253	263	249	257	248
Winter Haven	263	262	270	264	259	258	250	243F	254	263	266	253	266	257
Youngstown	231	231	244	244	228	228	237	233K	233	233	262	250	253	249K
Yukon	227	224	237	229	223	220	217	208	228	225	244	229	237	226
GEORGIA														
Abbeville	212	206	231	222	213	207	213	202	218	212	238	220	234	221
Albany	215	212	227	223	201	198	217	207	206	203	244	229	237	226
Alma	213	211	224	216	209	207	207	196	214	212	233	215	227	214
Americus	219	216	227	223	201	198	217	207	206	203	244	229	237	226
Arlington	219	216	227	223	201	198	217	207	206	203	244	229	237	226
Athens	198	198	213	213	194	194	199	195K	199	199	227	220F	221	216H
Atlanta	190	190	213	213	191	191	199	195K	198	196	227	220F	221	216H
Augusta	196	196	210	206	192	192	208	204K	197	197	216	209	210	202
Bainbridge	219	216	227	223	201	198	217	207	206	203	244	229	237	226
Bailey	213	211	224	216	209	207	207	196	214	212	233	215	227	214
Blue Ridge	184	184	204	204	180	180	201	201	186	186	221	214F	213	213
Bonaire	212	206	231	222	213	207	213	202	218	212	238	220	234	221
Bowdon	194	194	211	211	194	194	203	199K	199	199	231	224F	217	213K
Bremen	200	200	211	211	191	191	203	199K	196	196	231	224F	217	213K
(GA) Bridgeboro	219	206	227	223	201	198	217	207	206	203	244	229	238	217
(GA) Bridgeboro	240	227	248	244	222	219	238	229	227	224	265	250	240	238
Brunswick	213	211	224	216	209	207	207	196	214	212	233	215	227	214
Buena Vista	219	216	227	223	201	198	217	207	206	203	244	229	237	226
Buford	196	196	213	213	197	197	199	195K	202	202	227	220F	221	216H
Camak	201	201	213	213	197	197	199	195K	202	202	227	220F	221	216H
Campton	199	199	213	213	197	197	199	195K	202	202	227	220F	221	216H
Canton	189	189	211	211	189	189	203	199K	194	194	231	224F	217	213K
Carrollton	194	194	211	211	194	194	203	199K	199	199	231	224F	217	213K
Cartersville	186	186	210	210	186	186	203	199K	190	190	231	224F	217	213K
Cave Spring	189	189	210	210	189	189	203	199K	194	194	231	224F	217	213K
Cedartown	189	189	210	210	189	189	203	199K	194	194	231	224F	217	213K
Cenchat	180	180	196	196	176	176	188	199	180	180	227	220F	205	209
Chatsworth	180	180	204	204	180	180	203	199K	186	186	231	224F	217	213K
Clarton	203	203	222	214	199	199	199	190	204	204	223	207	221	203
(GA) Clyattville	215	209	240	231	218	212	221	210	223	217	238	220	240	227
(GA) Clyattville	236	230	251	242	239	233	242	231	244	238	259	241	258	246
Elko	194	194	210	208	192	192	208	204K	197	197	216	209	210	208
Columbus	219	216	237	223	201	198	217	207	208	208	244	229	237	226
Commerce	198	198	213	213	197	197	199	195K	202	202	227	220F	221	216H
Cordele	212	206	231	222	213	207	213	202	218	212	238	220	234	221
Cornelia	194	194	213	213	191	191	199	195K	198	196	227	220F	221	216H
Covington	198	198	213	213	197	197	199	195K	202	202	227	220F	221	216H
Cusseta	219	216	237	223	201	198	217	207	208	208	244	229	237	226
Cuthbert	219	216	237	223	201	198	217	207	206	203	244	229	237	226
Dalton	180	180	200	200	180	180	203	199K	186	186	231	224F	217	213K

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To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richwood		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR	AR	RwR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
GEORGIA -Cont.														
Dames Ferry	208	208	213	213	205	205	199	195K	208	208	227	220F	221	216
Dawson	219	216	227	223	201	198	217	207	206	205	244	229	237	230
Douglas	217	221	231	222	213	207	213	208	218	212	238	220	234	221
Dublin	200	200	221	219	199	199	205	196K	204	204	225	214	221	212
Durand	209	206	227	225	201	198	217	207	206	205	244	229	237	230
Durham	178	178	200	200	180	180	211	207	185	185	237	230	221	217
Egypt	199	199	210	206	192	192	208	204K	197	197	216	207	210	202
Elberton	191	191	213	213	187	187	199	195K	192	192	227	220F	221	216
Empire	212	206	231	222	213	207	213	202	218	212	238	220	234	221
Fitzgerald	212	206	231	222	213	207	213	202	218	212	238	220	234	221
Folkston	217	211	231	222	213	207	213	202	218	212	238	220	234	221
Fort Gaines	219	216	227	223	201	198	217	207	206	205	244	229	237	230
Fort Valley	202	202	213	213	205	205	199	195K	206	206	227	220F	221	216
Gainesville	196	196	213	213	194	194	199	195K	199	199	227	220F	221	216
(GAD) Garfield	200	200	221	219	199	199	205	196K	204	204	225	214	221	212
(GAD) Garfield	221	221	243	241	220	220	224	220K	225	225	244	235	243	234
(GAD) Gracewood	200	200	221	219	199	199	205	196K	204	204	225	214	221	212
(GAD) Gracewood	224	224	243	241	220	220	224	220K	225	225	244	235	243	234
Griffin	196	196	213	213	197	197	199	195K	202	202	227	220F	221	216
Hartwell	196	196	213	213	194	194	199	195K	199	199	227	220F	221	216
Haylow	217	211	231	222	213	207	213	202	218	212	238	220	234	221
Hazlehurst	217	211	231	222	213	207	213	202	218	212	238	220	234	221
Helena	212	206	231	222	213	207	213	202	218	212	238	220	234	221
Hooker	180	180	196	196	176	176	201	201	180	180	221	214F	208	203
Hoschton	199	199	213	210	200	200	199	195K	205	205	227	220F	221	216
Jefferson	201	201	213	213	197	197	199	195K	202	202	227	220F	221	216
Jeffersonville	205	205	213	213	205	205	199	195K	206	206	227	220F	221	216
Jesup	213	211	224	215	209	207	207	196	214	212	235	215	227	214
Junction City	219	216	227	223	201	198	217	207	206	205	244	229	237	230
(GAD) Keysville	205	205	221	219	199	199	205	196K	204	204	225	214	221	212
(GAD) Keysville	224	224	243	241	220	220	224	220K	225	225	244	235	243	234
Kildare	205	205	210	206	192	192	208	204K	197	197	216	206	210	202
La Grange	219	216	227	223	201	198	217	207	206	205	244	229	237	230
Lakeland	234	228	248	239	230	224	229	218	235	229	238	220	251	240
Lavonia	196	196	213	213	191	191	199	195K	196	196	227	219F	221	216
Lawrenceville	196	196	213	213	197	197	199	195K	202	202	227	220F	221	216
Louisville	200	200	221	219	199	199	205	196K	204	204	225	214	221	212
McDonough	196	196	213	213	197	197	199	195K	202	202	227	220F	221	216
Macken	202	202	213	213	200	200	199	195K	206	206	227	220F	221	216
Macon	205	205	213	213	205	205	199	195K	205	205	227	220F	221	216
Madison	201	201	213	213	197	197	199	195K	202	202	227	220F	221	216
Manlo	181	181	204	204	182	182	211	207	187	187	227	220	221	217
Midville	200	200	221	219	199	199	205	196K	204	204	225	214	221	212
Milledgeville	202	202	213	213	205	205	199	195K	205	205	227	220F	221	216
Millen	196	196	210	206	192	192	208	204K	197	197	216	207	210	202
Milstead	194	194	213	213	194	194	199	195K	199	199	227	220F	221	216
Montezuma	219	216	227	223	201	198	217	207	206	205	244	229	237	230
Moultrie	219	216	227	223	201	198	217	207	206	205	244	229	237	230
(GAD) Nashville	211	205	231	222	213	207	213	202	218	212	238	220	234	221
(GAD) Nashville	235	227	252	243	234	226	234	223	239	233	249	241	256	248
Newman	196	196	213	213	197	197	199	195K	206	206	227	220F	221	216
Oakfield	219	216	227	223	201	198	217	217	206	205	244	229	237	230
Offerman	213	211	224	215	209	207	207	196	214	212	235	215	227	214
(GAD) Pavo	219	216	227	223	201	198	217	207	206	205	244	229	237	230
(GAD) Pavo	249	237	248	244	222	219	229	229	227	224	245	250	256	248

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and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richmond		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
GEORGIA -Conc.														
lham	217	214	227	223	201	198	217	207	206	205	244	229	257	238
ltman	212	206	231	222	213	207	213	202	218	212	238	220	234	221
(D) Raleo	219	213	231	222	213	207	213	202	218	212	238	220	234	221
(D) Raleo	240	234	252	243	234	228	234	223	239	233	259	241	255	248
ceboro	210-	203	221	214	199	199	199	190	204	204	223	207	221	205
chland	219	216	227	223	201	198	217	207	206	205	244	229	257	238
ckmart	189	189	210	210	189	189	205	199K	194	194	231	224F	217	213K
ma	186	186	207	207	185	185	205	199K	190	190	231	224F	217	213K
.George	217	211	231	222	213	207	213	202	218	212	238	220	234	221
.Marys	235	217	249	240	231	225	231	220	236	230	255	237	252	239
(D) Sale City	219	216	227	223	201	198	217	207	206	205	244	229	257	238
(D) Sale City	240	237	248	244	222	219	239	229	227	224	265	250	258	247
ndersville	213	213	221	219	199	199	205	199K	204	204	223	214	221	212
rdis	194	194	210	206	192	192	208	204K	197	197	216	207	210	202
vannah	196	196	210	206	192	192	208	204K	197	197	216	207	210	202
noia	196	196	213	213	197	197	199	195K	202	202	227	220F	221	216H
perton	205	205	221	219	199	199	205	199K	204	204	223	214	221	212
tesboro	205	205	221	214	199	199	199	190	204	204	223	207	221	205
(D) Swainsboro	199	199	221	219	199	199	205	199K	204	204	223	214	221	212
(D) Swainsboro	224	224	243	241	220	220	224	220K	225	225	244	235	243	234
llulah Falls	213	213	216	216	194	194	205	199K	199	199	231	224F	217	213K
milla	200	200	221	219	199	199	205	199K	204	204	223	214	221	212
mston	198	198	213	213	205	205	199	195K	208	208	227	220F	221	216H
mesville	219	216	227	223	201	198	217	207	206	205	244	229	257	238
(D) Ticknor	219	216	227	223	201	198	217	207	206	205	244	229	257	238
(D) Ticknor	240	237	248	246	222	219	239	229	227	224	265	250	258	247
lton	212	206	231	222	213	207	213	202	218	212	238	220	234	221
mesboro	198	198	221	219	199	199	205	199K	204	204	223	214	221	212
peka Jct	199	199	213	213	200	200	199	195K	205	205	227	220F	221	216H
nton	184	184	196	196	175	175	211	207	180	180	237	230	221	217
ion	186	186	200	200	180	180	205	199K	185	185	231	224F	217	213K
ion Point	204	204	213	213	200	200	199	195K	205	205	227	220F	221	216H
(D) Uvalda	203	203	221	219	199	199	205	197K	204	204	223	214	221	212
(D) Uvalda	224	224	243	241	220	220	224	220K	225	225	244	235	243	234
ldosta	215	215	231	222	213	207	213	202	218	212	238	220	234	221
ugh	196	196	213	213	197	197	199	195K	202	202	227	220F	221	216H
dalia	205	205	221	219	199	199	205	199K	204	204	223	214	221	212
shington	207	207	213	213	205	205	199	195K	208	208	227	220F	221	216H
ycross	213	211	224	215	209	207	207	196	214	212	233	215	227	214
nesboro	198	196	210	206	192	192	208	204K	197	197	216	207	210	202
odbine	216	210	231	222	213	207	213	202	218	212	238	220	234	221
odbury	219	216	227	223	201	198	217	207	206	205	244	229	257	238
odcliff	221	221	231	227	213	210	229	225K	218	218	237	228	231	223
ightsville	214	214	231	229	209	209	213	209K	214	214	233	224	231	222
LOUISIANA														
ite	250	. . .	257	. . .	242	. . .	257	257	247	. . .	267	262	259	259
aton Rouge:														
A.R.-R.W.R.	257	. . .	259	. . .	248	. . .	257	257	253	. . .	267	262	259	259
F.B.L. (Note B)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
F.B.L. (Note Ca)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
F.B.L. (Note E)	248	. . .	251	. . .	238	. . .	249	. . .	244	. . .	271	. . .	251	. . .
F.B.L. (Note P)	. . .	. . .	247	. . .	. . .	. . .	245	. . .	. . .	. . .	. . .	. . .	247	. . .
M.V.B.L. (Note C1)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
A.B.L. (Item 90)	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
aplum	248	. . .	257	. . .	242	. . .	257	257	247	. . .	267	262	259	259
ithwaite	251	. . .	260	. . .	248	. . .	257	257	253	. . .	267	262	259	259
linton	254	. . .	259	. . .	244	. . .	257	257	249	. . .	267	262	259	259

AR - All Rail.
RWR - Rail-Water and Rail.

1707

Add to page 380 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.															
	Richwood		Rochester		Russell		Scranton		Sunset		Stanford		Syracuse			
	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR		
	APPLY RATE BASIS NUMBERS (For Rates, see pages 380 to 404, inclusive of Tariff as amended.)															
LOUISIANA -Cont.																
Franklinton	254		259		244		257	257	249		257	262	259			
Hammond	251		259		244		257	257	249		257	262	259			
Handeville	248		259		244		257	257	240				259			
New Orleans:											257	262				
A.R.-R.V.R.	251		259		248		257	257	253							
F.B.L. (Note B)							255		250							
F.B.L. (Note Ca)	248				238		257		244				251			
F.B.L. (Note E)			251										247			
F.B.L. (Note F)																
M.V.B.L. (Note Ci)																
A.B.L. (Item 90)																
Reserve	256		260		251		257	257	256		257	262	259			
St.Francisville	257		259		248		257	257	253		257	262	259			
Slidell	248		259		242		257	257	247		257	262	259			
Wilson	250		259		242		257	257	247							
MISSISSIPPI																
Aberdeen	212		221		205		257	257	208		257	262	251			
Ackerman	219		227		211		244	244	216		273	277	244			
Amory	218		221		208		257	257	208		257	262	251			
Batesville	206		221		197		251	251	208		265	265	254			
Beaumont	250		251		234		247	247	2259		276	270	257			
Belmont	208		215		198		257	257	198		257	262	251			
Belzoni	234		251		215		244	244	220		273	277	244			
Brookhaven	230		248		253		257	257	228		257	262	259			
Bruce	235		245		235		251	251	250		265	265	259			
Calhoun City	212		221		205		240	240	208		273	284	254			
Canton	226		235		219		244	244	234		273	277	244			
Centreville	250		257		232		257	257	257		257	262	259			
Charleston	220		227		211		240	240	216		273	284	254			
Clarksdale	212		221		205		240	240	208		273	284	254			
Cleveland	216		227		207		240	240	212		273	284	254			
Columbia	245		251		235		257	257	240		257	262	251			
Columbus	216		224		207		227	227	212		257	262	251			
Corinth	194		210		186		224		190		250	250	215			
Crystal Springs	228		245		226		257	257	221		257	262	259			
DeKalb	235		246		225		238	238	250		268	284	246			
Dundee	208		221		199		240	240	204		273	284	254			
Durant	224		230		215		244	244	220		273	277	244			
Edinburg	238		245		226		244	244	231		273	277	244			
Electric Mills	230		238		219		251	251	234		260	265	259			
Falkner	198		207		184		231	231	189		268	268	254			
Fenwick	266		273		256		276	276	261		305	300	271			
Fernwood	245		251		235		257	257	240		257	262	249			
Fulton	210		228		210		241	241	215		273	288	259			
Gatesville	236		245		228		257	257	231		257	262	259			
Greenville	224		231		215		240	240	220		273	284	254			
Greenwood	220		227		211		240	240	216		273	284	254			
Grenada	212		221		205		240	240	208		273	284	254			
Gulfport	245		251		242		247	247	247		276	270	257			
Gwin	234		251		215		244	244	220		273	277	244			
Hattiesburg	227		251		231		247	247	238		276	270	257			
Hazlehurst	230		246		220		257	257	235		257	262	259			
Holly Bluff	238		257		219		268	268	234		281	276	249			
Holly Springs	198		216		190		231	231	195		268	268	254			
Horn Lake	196		210		187		231	231	198		265	265	254			
Houston	208		221		199		240	240	204		273	284	254			

AR - All Rail.
RMR - Rail-Water and Rail.

d to page 300 of Tariff:

SECTION 1-A - Continued

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.

and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	Richwood		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)														
MISSISSIPPI - Cont.														
...ry	264		273		280		268	268	265		296	291	279	275
...ka	199		207		191		221	221	196		250	250	213	
...ckson	231		239		223		244	244	222		272	267	244	244
...oto	248		256		239		257	257	244		287	282	260	260
...komo	248		256		239		257	257	244		284	279	260	260
...urel	234		251		226		247	247	231		275	270	257	253
...eksville	258		264		252		261	261	257		290	281	271	271
...na	231		239		223		244	244	238		272	267	244	244
...ulsville	221		230		215		244	244	230		272	267	244	244
...cedale	237		251		228		247	247	233		275	270	257	253
...rberton	239		251		235		247	247	240		276	270	257	253
...con	221		238		215		231	231	220		260	256	238	238
...rks	208		221		199		240	240	204		272	264	234	
...tniston	216		224		207		240	240	212		272	264	234	
...adville	264		271		256		275	275	261		305	300	277	277
...ridian	225		238		219		231	231	224		280	280	238	238
...neral Wells	198		210		190		231	231	196		263	263	224	
...orhead	220		227		211		240	240	216		272	264	234	
...tchez	248		256		239		257	257	244		287	282	259	259
...w Albany	200		213		191		231	231	196		263	263	224	
...w Augusta	230		251		234		247	247	239		275	270	257	253
...wton	228		235		219		244	244	224		272	267	244	244
...scagoula	246		261		242		247	247	247		276	270	257	253
...lahatchie	234		243		226		244	244	231		272	267	244	244
...cayune	248		259		242		257	257	247		287	282	259	259
...rt Gibson	239		246		230		257	257	235		287	282	259	259
...rentiss	256		263		248		276	276	253		306	300	277	277
...richard	202		213		193		231	231	196		263	268	224	
...itzman	228		243		222		240	240	227		269	260	250	250
...imers	231		239		223		244	244	228		272	267	244	244
...chton	237		251		231		247	247	236		276	270	257	253
...lling Fork	228		235		219		253	253	224		281	276	249	249
...eedale	216		227		207		240	240	212		272	264	234	
...zie	245		251		235		257	257	240		287	282	259	259
...leville	216		224		207		240	240	212		272	264	234	
...nd Hill	231		239		223		244	244	229		272	267	244	244
...ratoga	239		251		230		247	247	235		276	270	257	253
...natobia	202		213		193		231	231	196		263	263	224	
...lver Creek	241		248		233		257	257	238		287	282	259	259
...rall	258		269		252		264	264	257		292	287	275	270
...an Lake	212		224		203		240	240	208		272	264	234	
...nica	202		212		194		231	231	199		263	263	224	
...pelo	204		217		196		227	227	200		257	253	231	231
...lertown	257		269		248		257	257	253		287	282	259	259
...ion	228		235		219		244	244	224		272	267	244	244
...cksburg:														
A.R-R.W.R.	236		243		226		253	253	231		281	276	249	249
F.B.L. (Note B)									236					
F.B.L. (Note Ca)													244	
F.B.L. (Note E)	245		257		219		260		224				241	
F.B.L. (Note P)			254				241						239	
R.W.B.L. (Note C1)	224		235		214		239		219		262			
A.B.L. (Item 90)											287	282	259	259
...ills	239		246		230		257	257	235		283	283	224	
...ter Valley	206		217		197		231	231	202					

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 94 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Alchwood		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
MISSISSIPPI - Cont.														
Waynesboro	234		243		226		240	240	231		269	260	260	
West Point	216		234		207		223	227	212		257	253	251	
Why Not	246		256		239		249	249	244		276	274	264	
Wiggins	243		251		236		247	247	241		276	270	267	
Winona	219		227		211		240	240	216		272	264	234	
Woodville	250		260		251		257	257	256		287	288	259	
Yazoo City	228		236		219		244	244	224		272	267	244	
NORTH CAROLINA														
Franklin	221	221	221	221	200	[illegible]	208	199X	208	208	284	2177	251	
SOUTH CAROLINA														
Aiken	192	189	203	194	189	186	186	181X	194	191	213	200	207	
Allendale	196	196	210	208	192	192	208	204X	197	197	216	207	210	
Andersen	192	192	203	203	189	189	184	180X	194	194	210	206X	208	
Andrews	187	187	196	196	183	183	176	172X	188	188	206	199X	196	
Barnwell	192	189	203	194	189	186	186	181X	194	191	213	200	207	
Batesburg	192	189	203	194	189	186	186	181X	194	191	213	200	207	
Belton	192	192	203	203	189	189	184	180X	194	194	210	206X	208	
Bennettsville	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Blacksburg	179	179	189	189	176	176	169	165X	180	180	196	194X	189	
Blackville	192	189	203	194	189	186	186	181X	194	191	213	200	207	
Blenheim	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
(2) Buffalo	204	204	212	212	200	200	198	189X	206	206	224	220	213	
(2) Buffalo	187	187	196	196	183	183	176	172X	188	188	206	196X	196	
Calhoun Falls	192	192	203	203	189	189	184	180X	194	194	210	206X	208	
Camden	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Carlisle	187	187	196	196	183	183	176	172X	188	188	206	199X	196	
Catawba	179	179	189	189	176	176	169	165X	180	180	196	194X	189	
Charleston	187	187	196	196	183	183	176	172X	188	188	206	199X	196	
Cheraw	176	176	186	186	176	176	169	165X	180	180	196	192X	188	
Chester	179	179	189	189	176	176	169	165X	180	180	196	194X	189	
Chesterfield	190	190	196	196	186	186	179	175X	190	190	206	206X	196	
Clinton	187	187	196	196	183	183	176	172X	188	188	206	196X	196	
Clio	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Columbia	187	187	196	196	183	183	176	172X	188	188	206	196X	196	
Conway	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Cossaw	196	196	210	186	192	192	208	204X	197	197	216	207	210	
Cordesville	187	187	196	196	183	183	176	172X	188	188	206	199X	196	
Darlington	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Denmark	192	189	203	194	189	186	186	181X	194	191	213	200	207	
Dillon	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Edgefield	192	192	207	203	189	189	184	180X	194	194	210	206X	208	
Estill	196	196	210	206	192	192	208	204X	197	197	216	207	210	
Fairfax	196	196	210	206	192	192	208	204X	197	197	216	207	210	
Florence	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Fort Lawn	176	176	189	189	176	176	169	165X	180	180	196	194X	189	
Georgetown	187	187	196	196	183	183	176	172X	188	188	206	199X	196	
Graniteville	192	189	203	194	189	186	186	181X	194	191	213	200	207	
Great Falls	176	176	189	189	176	176	169	165X	180	180	196	194X	189	
Greenville	187	187	196	196	183	183	176	172X	188	188	206	196X	196	
Greenwood	192	192	203	203	189	189	184	180X	194	194	210	206X	208	
H. & B. Jct	192	189	203	194	189	186	186	181X	194	191	213	200	207	
Hardeeville	196	196	210	206	192	192	208	204X	197	197	216	207	210	
Hartsville	179	179	186	186	176	176	169	165X	180	180	196	192X	188	
Holly Hill	187	187	196	196	183	183	176	172X	188	188	206	196X	196	
Jackson	196	196	210	206	192	192	208	204X	197	197	216	207	210	

AR - All Rail.
RWR - Rail-Water and Rail.

SECTION 1-A - Continued

d From Stations shown on pages 96 to 173, inclusive of Tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richmond		Rochester		Russell		Scranton		Sunset		Stanford		Syracuse	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
SOUTH CAROLINA - Cont.														
ngville	187	187	196	196	183	183	174	172K	188	188	208	199F	196	192K
on City	187	187	196	196	183	183	174	172K	188	188	208	199F	196	192K
nnaster	179	179	189	189	175	175	166	165K	180	180	198	194K	189	185K
ndo	179	179	189	189	175	175	166	165K	180	180	198	194K	189	185K
ney	187	187	196	196	183	183	174	172K	188	188	208	199F	196	192K
urens	187	187	196	196	183	183	174	172K	188	188	208	199K	196	192K
lbo	179	179	186	186	175	175	166	165K	180	180	196	192K	186	181K
Coll.	179	179	186	186	175	175	166	165K	180	180	196	192K	186	181K
dornick	182	182	189	189	178	178	184	180K	194	194	210	206K	203	199K
rion	179	179	186	186	175	175	166	165K	180	180	196	192K	186	181K
ggetts	192	189	208	194	189	186	185	181K	194	191	213	200	207	197
lline	179	179	186	186	175	175	166	165K	180	180	196	192K	186	181K
berry	187	187	196	196	183	183	176	172K	188	188	208	199K	196	192K
rth Augusta	196	196	210	206	192	192	208	204K	197	197	216	207	210	202
ngsburg	187	187	196	196	183	183	176	172K	188	188	208	199F	196	192K
gland	191	191	198	198	187	187	181	177K	198	198	208	204K	197	193K
tz	192	189	208	194	189	186	185	181K	194	191	213	200	207	197
Pittsburg	193	189	208	194	189	186	184	180K	191	188	218	202	208	193
Pittsburg	214	211	224	218	210	207	206	201K	218	209	231	218	224	214
rton	179	179	186	186	175	175	169	165K	180	180	196	192K	186	181K
gnall	187	187	196	196	183	183	176	172K	188	188	208	199F	196	192K
dburg	187	187	197	197	183	183	177	173K	188	188	208	202K	196	192K
k Hill	177	177	189	189	175	175	169	165K	180	180	196	194K	189	185K
ellville	196	196	208	208	191	191	184	180K	196	196	214	207F	204	200K
nda	202	199	213	204	199	196	196	191K	204	201	223	210	217	207
nca	192	192	205	204	189	189	184	180K	194	194	210	206K	203	199K
rtanburg	187	187	196	196	183	183	176	172K	188	188	203	199K	196	192K
ter	179	179	186	186	175	175	169	165K	180	180	196	192K	186	181K
lman	213	213	210	206	198	192	208	204K	197	197	216	207	210	202
ns	187	187	196	196	183	183	176	172K	188	188	208	199K	196	192K
lterboro	193	190	208	194	189	186	185	181K	194	191	213	200	207	197
e Shoals	192	192	205	205	189	189	184	180K	194	194	210	206K	203	199K
nsboro	187	187	196	196	183	183	176	172K	188	188	208	199F	196	192K
nsboro	196	196	210	206	192	192	208	204K	197	197	216	207	210	202
k	179	179	189	189	175	175	169	165K	180	180	198	194K	189	185K
TENNESSEE														
lington	192	. . .	207	. . .	185	. . .	231	231	188	. . .	263	263	224	224
ma	186	. . .	188	. . .	184	. . .	182	182	189	. . .	231	214F	197	197
land City	181	. . .	209	. . .	173	. . .	221	. . .	178	. . .	253	253	209	. . .
ma	172	. . .	196	. . .	169	. . .	190	190	174	. . .	221	214F	205	205
le	179	. . .	208	. . .	175	. . .	219	. . .	180	. . .	249	249	213	. . .
nsville	184	. . .	208	. . .	178	. . .	221	. . .	183	. . .	256	256	213	. . .
ston	177	. . .	196	. . .	169	. . .	213	. . .	174	. . .	249	249	207	. . .
thage	191	. . .	205	. . .	186	. . .	225	. . .	190	. . .	248	248	218	. . .
thage Jct.	191	. . .	208	. . .	184	. . .	224	. . .	189	. . .	248	248	218	. . .
trville	184	. . .	196	. . .	178	. . .	213	. . .	181	. . .	250	250	213	. . .
ttanooga	180	180	196	196	175	175	198	198	180	180	227	220F	205	205
rksville	187	. . .	188	. . .	180	. . .	203	. . .	185	. . .	240	240	196	. . .
vland	176	. . .	200	. . .	178	. . .	194	194	181	. . .	221	214F	209	209
mble	179	. . .	191	. . .	172	. . .	210	210	177	. . .	240	240	208	. . .
sville	196	. . .	211	. . .	186	. . .	219	219	191	. . .	250	250	222	. . .
rhill	180	. . .	204	. . .	180	. . .	198	198	185	. . .	221	214F	213	213
ell	182	. . .	176	. . .	184	. . .	193	193	189	. . .	221	221	185	. . .
ington	189	. . .	207	. . .	181	. . .	226	. . .	186	. . .	255	255	217	. . .
sville	184	. . .	196	. . .	175	. . .	202	202	180	. . .	228	228	206	206
ton	176	. . .	188	. . .	167	. . .	194	194	172	. . .	221	214F	197	197

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richwood		Rochester		Russell		Scranton		Sunset		Stamford		Syra	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RW
	APPLY RATE BASIS NUMBERS (For Rates, see pages 360 to 404, inclusive of Tariff as amended.)													
TENNESSEE - Cont.														
Delrose	167		199		180		213	213	185		240	240	208	
Dickson	177		189		171		210		176		247	247	199	
Dunlap	189		207		186		207	207	191		240	240	208	
Dyersburg	182		199		178		204		183		245	245	210	
East Jamestown	165		176		156		198	198	160		221	221	189	18
Erin	174		186		166		207		170		244	244	199	
Etowah	172		196		169		190	190	174		221	214X	208	20
Fayetteville	187		199		180		213	213	185		240	240	208	
Fork Mountain	176		186		160		204		166		221	221	196	
Fork Ridge	160		176		153		182		158		210	210	186	
Gallatin	166		179		159		199		164		240	240	198	
Garnet	162		176		154		192	192	159		221	221	186	18
Glen Mary	162		176		154		192	192	159		221	221	186	
Grand Jct	192		207		183		231	231	188		263	263	224	
Greenville	156		186		156		186	186	161		207	203X	186	18
Harriman	168		180		160		190	190	165		221	221	189	18
Hartsville	169		182		163		203		168		240	240	198	
Hermitage	171		186		164		207		169		240	240	198	
Hickory Point	178		190		167		216		172		248	248	204	
Hohenwald	187		196		181		217		186		250	250	213	
Humboldt	179		199		175		217		180		249	249	210	
Jackson	180		203		175		221		180		252	252	213	
Jellico	170		173		149		188	188	154		221	221	186	
Kenwood	176		183		169		204		174		241	241	197	
Knoxville	166		185		161		182	182	166		207	2	194	19
LaFollette	162		176		163		190	190	168		221	221	189	
Lake City	167		180		156		189	189	161		221	221	189	18
Lawrenceburg	187		199		180		213		185		250	250	213	
Lebanon	176		189		169		203		174		240	240	199	
Lenoir City	168		192		169		186	186	174		221	214	201	20
Lewisburg	184		194		175		210	210	180		240	240	208	
Lexington	186		199		177		221	221	182		257	257	210	
Liberty Hill	168		185		161		186	186	166		207	203X	194	19
McKenzie	174		196		169		213		174		244	244	207	
McMinnville	191		203		183		216	216	178		240	240	208	
Madisonville	172		196		169		190	190	174		221	214	208	20
Mahan	168		180		160		190	190	165		221	221	189	18
Martin	176		188		170		202		176		232	232	197	
Maryville	165		188		164		182	182	169		221	214	197	19
Memphis:														
A.R.-R.W.R.	194		210		185		231	231	190		263	263	224	
F.B.L. (Note E)														
M.V.B.L. (Note C1)	187		194		177		214		182		238		208	
A.B.L. (Item 90)														
Middleton	192		207		184		231	231	189		263	263	224	
Milan	176		199		172		216		177		245	245	210	
Monterey	190		202		182		208	208	161		231	231	211	21
Morristown	156		185		156		170	170	161		207	203X	189	18
Moscow	196		210		187		231	231	192		263	263	224	
Murfreesboro	177		189		171		207	207	176		240	240	208	
Nashville	176		186		163		203		168		240	240	198	
Newport	160		191		161		178	178	166		207	203X	198	19
Nicks Creek	165		176		155		196	196	160		221	221	189	
Paris	171		193		166		210		171		242	242	208	

AR - All Rail.
RWR - Rail-Water and Rail.

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SUPPLEMENT NO. 38 - FREIGHT TARIFF NO. 44-I.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive, of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.													
	Richwood		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended.)													
TENNESSEE (Cont.)														
Petros	172		186		166		190	190	170		221	221	194	194
Pulaski	187		199		180		213	213	185		240	240	208	
Scottsboro	180		198		174		221		179		256	256	211	
Selmer	198		207		183		224		188		250	250	213	
Sevierville	185		208		184		202	202	189		227	222K	217	217
Shooks	179		202		179		198	198	184		223	219K	212	212
Somerville	198		207		183		231	231	188		263	263	224	
South Pittsburg	186		200		180		204	204	185		240	240	208	
Sparta	194		207		189		219	219	194		240	240	208	
Springfield	169		182		160		205		165		240	240	196	
Sharpsville	148		179		149		166	166	154		199	199N	185	185
Tiptell	168		180		161		186	186	166		207	202K	194	194
Tiptonville	182		199		178		217		183		246	246	210	
Tracy City	191		205		184		210	210	189		240	240	208	
Tullahoma	184		196		176		209	209	181		240	240	208	
Union City	176		186		168		200		173		230	230	196	
Watertown	187		202		180		219	219	185		247	247	213	
Waverly	184		198		174		213		179		250	250	207	
White Bluff	176		189		169		207		174		244	244	199	
Whiteville	189		207		181		231	231	186		263	263	224	
Wilder	194		207		186		212	212	191		232	232	216	216

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on pages 17 to 95, inclusive of Tariff as amended.								To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown			Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR		AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)									APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
ALABAMA									ALABAMA - Con.								
Akron	265	261	211	210	260	256	244	244	Malcomka	249	254	191	179	244	239	212	211
Alexander City	242	255	189	187	257	250	239	234	Maleyville	262	256	211	210	257	255	239	239
Aliceville	265	261	211	210	260	256	244	244	Hardaway	256	244	199	187	253	239	250	239
Altoona	252	244	199	195	247	239	236	231	Hartford	267	256	207	199	262	250	260	249
Andalusia	287	256	207	199	262	250	260	256K	Headland	256	244	199	187	253	239	250	239
Anniston	242	255	189	187	257	250	239	234	Heflin	242	236	189	187	257	250	239	234
Atmore	274	265	216	210	269	260	257	252	Huntsville	245	245	192	..	240	240	221	221
Bayou La Batre	274	265	216	210	269	260	257	252	Hurtsboro	256	244	199	187	253	239	250	239
Birmingham	252	244	199	195	247	239	236	231K	Jamestown	242	236	189	187	257	250	239	234
Blocton	252	244	199	195	247	239	236	231	Jasper	252	244	199	195	247	239	236	231
Bloomsburg	252	244	199	195	247	239	236	231	Kimbrough	274	265	216	210	269	260	257	252
Boaz	252	244	199	195	247	239	236	231	La Fayette	242	236	189	187	257	250	239	234
Bolligee	265	261	211	210	260	256	244	244	Lanett	249	254	191	179	244	239	212	211
Boyd	252	278	239	239	278	274	261	261	Lehigh	252	244	199	195	247	239	236	231
Brantley	267	256	207	199	262	250	260	256K	Linden	274	265	216	210	269	260	257	252
Brewton	267	256	207	199	262	250	260	256K	Luverne	267	256	207	199	262	250	260	256
Brilliant	262	256	211	210	257	255	239	239	Madrid	256	244	199	187	253	239	261	249
Brownville	253	279	239	231	278	274	262	262	Maplesville	262	244	199	195	247	239	236	231
Buhl	262	256	211	210	257	253	239	239	Margaret	262	244	199	195	247	239	236	231
Burbank	265	256	207	231	260	261	272	261	Marigold	275	265	220	216	269	260	256	252
Calera	252	244	199	195	247	239	236	231K	Marion Jct	252	244	199	195	247	239	236	231
Calvert	274	265	216	210	269	260	257	252	Maylene	252	244	199	195	247	239	236	231
Cardiff	252	244	199	195	247	239	236	231	Mobile:								
Carrollton	279	275	226	265	278	271	264	254	A.R.-R.W.R.	274	265	216	210	269	260	257	252
Cedar Bluff	242	236	189	187	257	250	239	234	F.B.L. (Note B)	..	..	..	..	..	..	..	..
									F.B.L. (Note C)	..	..	..	..	..	..	..	..
Chatom	287	269	239	233	262	253	250	275	F.B.L. (Note E)	..	..	..	..	..	..	253	..
Chelsea	252	244	199	195	247	239	236	231K									
Cherokee	256	256	206	..	260	260	261	..	Monroeton	274	265	216	210	269	260	257	252
Childersburg	252	244	199	195	247	239	236	231K	Monroeville	274	265	216	210	269	260	257	252
Choctaw City	294	256	256	250	269	260	277	272	Montgomery	256	244	199	187	253	239	250	239
									Mudsenh	274	265	216	210	269	260	257	252
Clanton	252	244	199	195	247	239	236	231K	Opelika	249	254	199	187	244	239	212	211
Colta	252	244	199	195	247	239	236	231									
Cromwell	262	278	239	239	278	274	261	261	Opp	267	256	207	199	262	250	260	256
Cullman	252	244	199	195	247	239	236	231	Ozark	256	244	199	187	253	239	250	239
Decatur	245	245	192	..	240	240	227	227	Pamela	265	261	211	210	260	279	244	244
									Pell City	252	244	199	195	247	239	236	231
Demopolis	265	261	211	210	260	256	244	244	Phenix City	249	254	191	179	244	239	212	211
Dothan	256	244	199	187	253	239	250	239									
Elba	267	256	207	199	262	250	260	256K	Piedmont	242	236	189	187	257	250	239	234
Enterprise	267	256	207	199	262	250	260	256K	Pittsview	256	244	199	187	253	239	250	239
Eufaula	249	254	191	189	244	239	212	201	Red Bay	262	256	211	210	257	253	239	239
									Reform	262	256	211	210	257	253	239	239
Fayette	262	256	211	210	257	253	239	239	Riverview	249	254	199	187	244	239	212	211
Fern Bank	262	256	211	210	257	253	239	239									
Flomaton	274	265	216	210	269	260	257	252	Roanoke	242	236	189	187	257	250	239	234
Florala	267	256	207	199	262	250	260	256K	Samson	267	256	207	199	262	250	260	256
Florence	256	256	206	..	260	260	221	..	Saraland	274	265	216	210	269	260	257	252
									Selma	252	244	199	195	247	239	236	231
Foley	274	265	216	210	269	260	257	252	Silas	300	299	241	240	294	290	279	279
Franklin	256	244	199	187	253	239	250	239									
Frisco City	274	265	216	210	269	260	257	248	Sipsey	252	244	199	195	247	239	236	231
Gadsden	242	236	189	187	257	250	239	234	Stevenson	245	245	192	..	240	240	215	215
Gamery	252	244	199	195	247	239	236	231K	Sumpsville	274	265	216	210	269	260	257	252
									Sylacauga	242	236	189	187	257	250	239	234
Geneva	267	256	207	199	262	250	260	256K	Talladega	242	236	189	187	257	250	239	234
Greensboro	265	261	211	210	260	256	244	244									
Greenville	268	254	207	199	262	260	260	256K	Tallassee	274	270	216	204	270	264	246	246
Gurley	245	245	192	..	240	240	221	221	Troy	256	244	199	187	253	239	250	239
Gurnee Jct	252	244	199	195	247	239	236	231	Tuscaloosa	252	244	199	195	247	239	236	231

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on pages 17 to 95, inclusive of Tariff as amended.								To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown			Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR		AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)									APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
ALABAMA - Cont.									FLORIDA - Cont.								
...alongo	274	260	216	204	270	256	266	256	Fernandina	243	225	184	170	238	220	240	227
...ion Springs	258	244	199	187	253	239	250	239	Ft. Lauderdale	286	276	246	239	281	270	291	281
...alley Head	243	235	199	187	237	230	238	234	Ft. Myers	286	276	246	239	281	270	291	281
...inegar Bend	274	266	216	210	269	260	267	252	Ft. Pierce	271	268	229	220	266	253	274	263
...arrior	258	244	199	196	247	239	256	231	Gainesville	258	248	202	191	253	236	253	242
...attsville	258	244	199	196	247	239	235	231K	Graceville	287	255	207	199	262	250	260	256K
...infield	262	248	211	210	257	253	250	252	Green Cove Springs	249	234	194	183	244	229	247	236
...antley	283	270	229	228	278	274	281	261	Greenville	243	235	186	171	238	220	250	237
...olanda	262	244	199	196	247	239	255	231	Greenwood	281	267	225	211	276	262	273	262
...ark	286	261	211	210	260	256	244	254	Haines City	266	254	219	209	263	249	266	254
ARKANSAS																	
									Hastings	258	245	202	191	253	238	253	242
...lena:									Hawthorne	258	245	202	191	253	238	253	242
A.B.-M.W.R.	277	269	228	226	272	264	240	240	High Springs	258	245	202	191	253	238	253	242
F.B.L. (Note E)									Hilliard	243	235	184	170	238	220	240	227
F.B.L. (Note F)									Homestead	295	284	255	246	290	279	300	291
A.B.L. (Item 93)																	
FLORIDA									Hosford	258	245	202	191	253	238	253	242
									Jacksonville	243	235	184	170	238	220	240	227
...alatka	258	245	202	191	253	238	253	242	Jamieson	249	234	193	181	244	229	247	236
...ith	287	255	207	199	262	250	260	256K	Jasper	243	235	184	170	238	220	240	227
...alachicola	258	245	202	191	253	238	253	242	Jupiter	280	267	238	229	276	262	284	273
...rcadia	280	267	238	229	276	262	284	273									
...ay Park	271	258	229	220	266	253	274	263	Kenansville	271	258	229	220	266	253	274	263
									Kissimmee	266	254	219	209	263	249	266	254
...arrineau Park	274	266	216	210	269	260	267	252	Lake Butler	249	234	194	183	244	229	247	236
...artow	271	258	229	220	266	253	274	263	Lake City	243	235	184	170	238	220	240	227
...arter	243	234	194	170	238	220	240	227	Lakeland	271	258	229	220	266	253	274	263
...ell	258	245	202	191	253	238	253	242									
...ellglade-Chosen	280	267	238	229	276	262	284	273	Lake Wales	271	258	229	220	266	253	274	263
									Lawtey	249	234	194	183	244	229	247	236
...lountstown	287	255	207	199	262	250	260	256K	Leesburg	262	248	211	201	257	243	257	246
...radenton	271	258	229	220	266	253	274	263	Live Oak	243	235	186	171	238	220	250	237
...ranford	258	245	202	191	253	238	253	242	Madison	243	235	186	171	238	220	250	237
...reston	271	258	229	220	266	253	274	263									
...ooksville	266	254	219	209	263	249	266	254	Marianna	258	244	199	187	253	239	253	242
									Mayo	258	245	202	191	253	238	253	242
...unker Hill	286	276	246	239	281	270	291	281	Maytown	262	248	211	201	257	243	257	246
...ampbellton	258	244	199	187	253	239	265	242	Melbourne	286	254	219	209	263	249	266	254
...enter Hill	266	254	219	209	263	249	266	254	Miami	286	276	246	239	281	270	291	281
...entury	274	266	216	210	269	260	267	252									
...hattahoochee	249	234	194	183	244	229	247	236	Milton	287	255	207	199	262	250	260	256K
									Naples	286	276	246	239	281	270	291	281
...huluota	266	254	219	209	263	249	266	254	Newberry	258	245	202	191	253	238	253	242
...learwater	271	258	229	220	266	253	274	263	Ocala	262	248	211	201	257	243	257	246
...lewiston	280	267	238	229	276	262	284	273	Okeechobee	280	267	238	229	276	262	284	273
...ottondale	258	244	199	187	253	239	265	242									
...restview	287	255	207	199	262	250	260	256K	Opal	280	267	238	229	276	262	284	273
									Orlando	266	254	219	209	263	249	266	254
...rosa City	258	245	202	191	253	238	253	242	Otter Creek	262	248	211	201	257	243	257	246
...aytona Beach	262	248	211	201	257	243	257	246	Palatka	258	245	202	191	253	238	253	242
...efuniak Springs	287	255	207	199	262	250	260	256K	Palmdale	280	267	238	229	276	262	284	273
...owling Park	258	245	202	191	253	238	253	242									
...rezel	266	254	219	209	263	249	266	254	Panama City	287	255	207	199	262	250	260	256K
									Pensacola	274	262	216	210	269	260	267	252
...rifton	249	234	194	183	244	229	247	236	Perry	258	245	202	191	253	238	253	242
...ancellon	262	248	211	201	257	243	257	246	Pierson	262	248	211	201	257	243	257	246
...arylades	286	276	246	239	281	270	291	281	Pinetta	243	235	186	171	238	220	250	237
...hirfield	258	245	202	191	253	238	253	242	Pinetta	264	246	206	192	259	241	271	258
...ollmore	266	272	242	255	290	267	277	279	Plant City	271	258	229	220	266	254	274	263

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
FLORIDA - Conc.								
Port St. Joe	267	255	207	199	262	250	260	256K
Potatoville	258	243	202	191	253	238	253	242
Quincy	249	234	193	181	244	229	257	246
St. Augustine	258	243	202	191	253	238	253	242
St. Catherine	268	254	219	209	265	249	265	254
St. Petersburg	271	258	229	220	266	253	274	263
Sanderson	243	225	184	170	238	220	240	227
Sanford	262	248	211	201	257	243	257	246
Sarasota	280	267	238	229	275	262	264	273
Shady Grove	258	243	202	191	253	238	253	242
South Boca Grande	286	275	246	239	281	270	291	281
South Jacksonville	249	234	194	183	244	229	247	236
Tallahassee	249	234	193	181	244	229	257	246
Tampa	271	258	229	220	266	253	274	263
Titusville	268	254	219	209	265	249	265	254
Wakulla	258	243	202	191	253	238	253	242
West Palm Beach	286	275	246	239	281	270	291	281
Williston	262	248	211	201	257	243	257	246
Winter Garden	268	254	219	209	265	249	265	254
Winter Haven	271	258	229	220	266	253	274	263
Youngstown	267	255	207	199	262	250	260	256K
Yukon	249	234	194	183	244	229	247	236
GEORGIA								
Abbeville	243	225	184	170	238	220	240	227
Albany	249	234	191	179	244	229	212	201
Alma	238	220	179	165	233	215	234	221
Americus	249	234	191	179	244	229	212	201
Arlington	249	234	191	179	244	229	212	201
Athens	232	225F	176	172	227	220F	227	223K
Atlanta	232	225F	176	172	227	220F	227	223K
Augusta	221	212	164	158	216	207	221	213
Bainbridge	249	234	191	179	244	229	212	201
Baxley	238	220	179	165	233	215	234	221
Blue Ridge	226	219F	176	176	221	214F	221	221
Bonaire	243	225	184	170	238	220	240	227
Bowdon	236	229F	176	176	231	224F	221	217K
Bremen	236	229F	176	176	231	224F	221	217K
(208) Bridgeboro	249	234	191	179	244	229	212	201
(208) Bridgeboro	270	255	212	200	265	250	234	223
Brunswick	238	220	179	165	233	215	234	221
Buena Vista	249	234	191	179	244	229	212	201
Buford	232	225F	176	172	227	220F	227	223K
Camak	232	225F	176	172	227	220F	227	223K
Campton	232	225F	176	172	227	220F	227	223K
Canton	236	229F	176	176	231	224F	221	217K
Carrollton	236	229F	176	176	231	224F	221	217K
Cartersville	236	229F	176	176	231	224F	221	217K
Cave Spring	236	229F	176	176	231	224F	221	217K
Cedartown	236	229F	176	176	231	224	221	217K
Cenchat	236	219F	176	176	221	214F	211	211
Chatsworth	236	229F	176	176	231	224F	221	217K
Claxton	228	212	170	157	223	207	231	216
(208) Clyattville	243	225	186	171	238	220	250	237

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
GEORGIA - Cont.								
(208) Clyattville	264	248	206	192	259	241	271	256
Clyo	221	212	164	158	216	207	221	213
Columbus	249	234	191	179	244	229	212	201
Commerce	232	225F	176	172	227	220F	227	223K
Cordele	243	225	184	170	238	220	240	227
Cornelia	232	225F	176	172	227	220F	227	223K
Covington	232	225F	176	172	227	220F	227	223K
Cusseta	249	234	191	179	244	229	212	201
Cuthbert	249	234	191	179	244	229	212	201
Dalton	236	229F	176	176	231	224F	221	217K
Dames Ferry	232	225F	176	172	227	220F	227	223K
Dawson	249	234	191	179	244	229	212	201
Douglas	243	225	184	170	238	220	240	227
Dublin	228	219	170	164	223	214	231	220
Durand	249	234	191	179	244	229	212	201
Durham	242	235	189	187	237	230	228	224
Egypt	221	212	164	158	216	207	221	213
Elberton	232	225F	176	172	227	220F	227	223K
Empire	243	225	184	170	238	220	240	227
Fitzgerald	243	225	184	170	238	220	240	227
Folkston	243	225	184	170	238	220	240	227
Fort Gaines	249	234	191	179	244	229	212	201
Fort Valley	232	225F	176	172	227	220F	227	223K
Gainesville	232	225F	176	172	227	220F	227	223K
(208) Garfield	228	219	170	164	223	214	231	220
(208) Garfield	249	240	191	185	244	235	252	244
(208) Gracewood	228	219	170	164	223	214	231	220
(208) Gracewood	249	240	191	185	244	235	252	244
Griffin	232	225F	176	172	227	220F	227	223K
Hartwell	232	225F	176	172	227	220F	227	223K
Haylow	243	225	184	170	238	220	240	227
Hazlehurst	243	225	184	170	238	220	240	227
Helena	243	225	184	170	238	220	240	227
Hooker	226	219F	176	176	221	214F	211	211
Hoschton	232	225F	176	172	227	220F	227	223K
Jefferson	232	225F	176	172	227	220F	227	223K
Jeffersonville	232	225F	176	172	227	220F	227	223K
Jesup	238	220	179	165	233	215	234	221
Junction City	249	234	191	179	244	229	212	201
(208) Keysville	228	219	170	164	223	214	231	220
(208) Keysville	249	240	191	185	244	235	252	244
Kildare	221	212	164	158	216	207	221	213
La Grange	249	234	191	179	244	229	212	201
Lakeland	243	225	200	186	238	220	267	244
Lavonia	232	225F	176	172	227	220F	227	223K
Lawrenceville	232	225F	176	172	227	220F	227	223K
Louisville	228	219	170	164	223	214	231	220
McDonough	232	225F	176	172	227	220F	227	223K
Machen	232	225F	176	172	227	220F	227	223K
Macon	232	225F	176	172	227	220F	227	223K
Madison	232	225F	176	172	227	220F	227	223K
Menlo	242	235	189	187	237	230	228	224
Midville	228	219	170	164	223	214	231	220
Milledgeville	232	225F	176	172	227	220F	227	223K
Millen	221	212	164	158	216	207	221	213

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLT RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
GEORGIA - Cont.								
Milstead	232	225F	176	172	227	220F	227	223K
Montezuma	249	234	191	179	244	229	212	201
Moultrie	249	234	191	179	244	229	212	201
(204) Nashville	232	214	184	170	238	220	240	227
(205) Nashville	253	235	206	191	259	241	261	248
Newman	232	225F	176	172	227	220F	227	223K
Oakfield	249	234	191	179	244	229	212	201
Offerman	238	220	179	165	233	215	234	221
(208) Pavo	249	234	191	179	244	229	212	201
(207) Pavo	270	255	212	200	265	250	234	223
Pelham	249	234	191	179	244	229	212	201
Quitman	243	225	184	170	238	220	240	227
(203) Relee	243	225	184	170	238	220	240	227
(206) Relee	264	246	205	191	259	241	261	248
Riceboro	228	212	170	157	223	207	231	216
Richland	249	234	191	179	244	229	212	201
Rockmart	236	229F	176	176	231	224F	221	217K
Rome	236	229F	176	176	231	224F	221	217K
St. George	243	225	184	170	238	220	240	227
St. Marys	260	242	201	187	255	237	258	245
(209) Sale City	249	234	191	179	244	229	212	201
(207) Sale City	270	255	212	200	265	250	234	223
Sandersville	228	219	170	164	223	214	231	223
Sardis	221	212	164	158	216	207	224	213
Savannah	221	212	164	158	216	207	221	213
Senoia	232	225F	176	172	227	220F	227	223K
Soperton	228	219	170	164	223	214	231	223
Statesboro	228	212	170	157	223	207	231	216
(208) Swainsboro	228	219	170	164	223	214	231	223
(205) Swainsboro	249	240	191	185	244	235	252	244
Tallulah Falls	236	229F	176	176	231	224F	231	217K
Tennille	228	219	170	164	223	214	231	223
Thomaston	232	225F	176	172	227	220F	227	223K
Thomasville	249	234	191	179	244	229	212	201
(208) Ticknor	249	234	191	179	244	229	212	201
(207) Ticknor	260	245	212	200	265	250	234	223
Tifton	243	225	184	170	238	220	240	227
Toomsboro	228	219	170	164	223	214	231	223
Topeka Jct	232	225F	176	172	227	220F	227	223K
Trenton	242	235	189	187	237	230	228	224
Trion	236	229F	176	176	231	224F	221	217K
Union Point	232	225F	176	172	227	220F	227	223K
(204) Uvalda	228	219	170	164	223	214	231	223
(205) Uvalda	249	240	191	185	244	235	252	244
Valdosta	243	225	184	170	238	220	240	227
Vaughn	232	225F	176	172	227	220F	227	223K
Vidalia	228	219	170	164	223	214	231	223
Washington	232	225F	176	172	227	220F	227	223K
Waycross	238	220	179	165	233	215	234	221
Waynesboro	221	212	164	158	216	207	221	213
Woodbine	243	225	184	170	238	220	240	227
Woodbury	249	234	191	179	244	229	212	201
Woodcliff	242	233	185	179	237	228	242	234
Wrightsville	238	229	180	174	233	224	241	233

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLT RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
LOUISIANA								
Amite	292	287	236	234	287	282	269	269
Baton Rouge:								
A.R.-R.W.R.	292	287	236	234	287	282	269	269
F.B.L. (Note B)								
F.B.L. (Note Ca)								
F.B.L. (Note E)			243				258	
F.B.L. (Note P)							258	
M.V.B.L. (Note C1)								
A.B.L. (Item 90)								
Bogalusa	292	287	236	234	287	282	269	269
Braithwaite	292	287	236	234	287	282	269	269
Clinton	292	287	236	234	287	282	269	269
Franklinton	292	287	236	234	287	282	269	269
Hammond	292	287	236	234	287	282	269	269
Mandeville	292	287	236	234	287	282	269	269
New Orleans:								
A.R.-R.W.R.	292	287	236	234	287	282	269	269
F.B.L. (Note B)								
F.B.L. (Note Ca)								
F.B.L. (Note E)							258	
F.B.L. (Note P)							254	
M.V.B.L. (Note C1)								
A.B.L. (Item 90)								
Reserve	292	287	236	234	287	282	269	269
St. Francisville	292	287	236	234	287	282	269	269
Slidell	292	287	236	234	287	282	269	269
Wilson	292	287	236	234	287	282	269	269
MISSISSIPPI								
Aberdeen	262	258	211	210	257	253	239	239
Ackerman	277	272	228	226	272	267	250	250
Amory	262	258	211	210	257	253	239	239
Batesville	268	268	209		263	263	231	
Beaumont	280	275	228	226	275	270	263	263
Belmont	262	258	21	210	257	253	239	239
Belzoni	277	272	228	226	272	267	250	250
Brookhaven	292	287	236	234	287	282	269	269
Bruce	298	290	249	247	293	285	261	261
Calhoun City	277	269	228	226	272	264	240	240
Canton	277	272	228	226	272	267	250	250
Centreville	292	287	236	234	287	282	269	269
Charleston	277	269	228	226	272	264	240	240
Clarksdale	277	269	228	226	272	264	240	240
Cleveland	277	269	228	226	272	264	240	240
Columbia	292	287	236	234	287	282	269	269
Columbus	262	258	211	210	257	253	239	239
Corinth	255	255	206		250	250	221	
Crystal Springs	292	287	236	234	287	282	269	269
DeKalb	273	269	219	218	268	264	251	251
Dundee	277	269	228	226	272	264	240	240
Durant	277	272	228	226	272	267	250	250
Edinburg	277	272	228	226	272	267	250	250
Electric Mills	265	261	211	210	260	256	244	244
Falkner	268	268	209		263	263	231	
Fenwick	310	306	254	252	306	300	287	287

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
MISSISSIPPI - Cont.								
Fernwood	288	287	256	254	287	282	260	259
Fulton	277	275	226	225	272	268	254	254
Gatesville	298	287	256	254	287	282	269	269
Greenville	277	269	228	226	272	264	240	240
Greenwood	277	269	228	226	272	264	240	240
Grenada	277	269	228	226	272	264	240	240
Gulfport	280	275	228	226	275	270	265	265
Gwin	277	272	228	226	272	267	250	250
Hattiesburg	280	275	228	226	275	270	265	265
Hermanville	298	287	256	254	287	282	269	269
Holly Bluff	287	282	256	254	281	276	257	257
Holly Springs	288	288	209	..	283	283	251	..
Horn Lake	288	288	209	..	283	283	251	..
Houston	277	269	228	226	272	264	240	240
Hurley	301	296	240	247	296	291	284	254
Iuka	285	285	205	..	280	280	221	..
Jackson	277	272	228	226	272	267	250	250
Kioto	298	287	256	254	287	281	296	296
Kokomo	290	284	256	254	284	279	266	266
Laurel	280	275	228	226	275	270	265	265
Leakesville	295	286	257	251	290	281	272	267
Lena	277	272	228	226	272	267	250	250
Louisville	277	272	226	228	272	267	250	250
Lucedale	280	275	228	226	275	270	265	265
Lumberton	280	275	228	226	275	270	265	265
Macon	295	281	211	210	280	256	244	244
Marks	277	269	226	226	272	264	240	240
Mathiston	277	269	228	226	272	264	240	240
Meadville	310	305	267	265	305	300	287	287
Meridian	295	281	211	210	280	256	244	244
Mineral Wells	288	286	201	..	283	283	251	..
Moorhead	277	269	228	226	272	264	240	240
Natchez	292	287	256	254	287	282	269	269
New Albany	288	288	209	..	283	283	251	..
New Augusta	280	275	228	226	275	270	265	265
Newton	277	272	228	226	272	267	250	250
Pascagoula	280	275	228	226	275	270	265	265
Pelahatchie	277	272	228	226	272	267	250	250
Picayune	292	287	256	254	287	282	269	269
Port Gibson	292	287	256	254	287	282	269	269
Prentiss	310	305	254	252	306	300	287	287
Prichard	288	288	209	..	283	283	251	..
Quitman	274	295	216	210	269	269	257	252
Reimers	277	272	228	226	272	267	250	250
Richton	280	275	228	226	275	270	265	265
Rolling Fork	286	281	236	234	281	276	257	257
Rosedale	277	269	226	226	272	264	240	240
Roxie	292	287	256	254	287	282	269	269
Rulevill e	277	269	228	226	272	264	240	240
Sand Hill	277	272	228	226	272	267	250	250
Saratoga	280	275	228	226	275	270	265	265
Senatobia	288	288	209	..	283	283	251	..
Silver Creek	292	287	256	254	287	282	269	269
Sumrall	297	292	246	244	292	287	281	281
Swan Lake	277	269	228	226	272	264	240	240

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
MISSISSIPPI - Conc.								
Tunica	288	288	209	..	283	283	251	..
Tupelo	282	258	211	210	277	253	239	239
Tylertown	298	287	256	254	287	282	269	269
Union	277	272	228	226	272	267	250	250
Vicksburg:								
A.R.-R.W.R.	286	281	236	234	281	276	257	257
F.B.L. (Note B)	..	..	..	..	..	..	..	..
F.B.L. (Note Ca)	..	..	..	..	..	..	..	..
F.B.L. (Note E)	..	..	..	..	..	..	..	..
F.B.L. (Note F)	..	..	..	..	..	..	..	..
M.V.B.L. (Note C1)	258	..	224	..	258	..	247	..
A.B.L. (Item 90)	..	..	..	..	..	..	..	..
Wanilla	288	287	256	254	287	282	269	269
Water Valley	288	288	209	209	283	283	251	..
Waynesboro	274	295	216	200	269	260	257	252
West Point	282	258	211	210	277	253	239	239
Why Not	283	279	229	228	276	274	261	261
Wiggins	280	275	228	226	275	270	265	265
Winona	277	269	228	226	272	264	240	240
Woodville	292	287	256	254	287	282	269	269
Yazoo City	277	272	226	226	272	267	250	250
NORTH CAROLINA								
Franklin	229	232F	176	176	234	217F	230	230
SOUTH CAROLINA								
Aiken	218	206	161	151	213	200	213	213
Allendale	221	212	164	158	216	207	221	221
Anderson	215	211K	161	161	210	206K	215	215
Andrews	211	204F	158	148	206	199F	207	207
Barnwell	218	206	161	151	213	200	213	213
Batesburg	218	206	161	151	213	200	213	213
Belton	215	211K	161	161	210	206K	213	213
Bennettsville	201	197K	142	141	196	192K	196	196
Blacksburg	205	199K	142	142	196	194K	199	199
Blackville	218	206	161	151	213	200	213	213
Blenheim	201	197K	142	141	196	192K	196	196
(See) Buffalo	224	220K	169	166	219	215K	224	224
(See) Buffalo	208	204K	152	152	205	199K	207	207
Calhoun Falls	215	211K	161	161	210	206K	213	213
Camden	201	197K	142	141	196	192K	196	196
Carlisle	208	204K	152	152	205	199K	207	207
Catawba	205	199K	142	142	196	194K	199	199
Charleston	211	204F	158	148	206	199F	207	207
Cheraw	201	197K	142	141	196	192K	196	196
Chester	205	199K	142	142	196	194K	199	199
Chesterfield	211	207K	152	152	206	202K	206	206
Clinton	208	204K	152	152	205	199K	207	207
Clio	201	197K	142	141	196	192K	196	196
Columbia	211	204F	158	148	206	199F	207	207
Conway	201	197K	142	141	196	192K	196	196
Coosaw	221	212	164	158	216	207	221	221
Cordesville	211	204F	152	148	206	199F	207	207
Darlington	201	197K	142	141	196	192K	196	196
Denmark	218	206	161	151	213	200	213	213
Dillon	201	197K	142	141	196	192K	196	196

AR - All Rail.
R&R - Rail-Water and Rail.

SUPPLEMENT NO. 38 - FREIGHT TARIFF NO. 44-I.

Add to page 300 of Tariff:

SECTION 1-A - Continued

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.								To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown			Wakefield		Washington		Waterbury		Watertown	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R		AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 484, inclusive of Tariff as amended)									APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 484, inclusive of Tariff as amended)							
SOUTH CAROLINA - Cont.									TENNESSEE								
Edgefield	215	211K	161	161	210	206K	215	209K	Arlington	200	200	200	. .	265	265	251	. .
Estill	221	212	164	158	216	207	221	213	Armona	196	219F	176	176	221	214F	205	205
Fairfax	221	212	164	158	216	207	221	213	Ashland City	198	198	198	. .	265	265	265	. .
Florence	201	197K	142	141	196	192K	196	192K	Athens	196	219F	176	176	221	214F	211	211
Fort Lawn	205	199K	142	142	196	194K	199	196K	Bells	254	254	199	. .	249	249	221	. .
Georgetown	211	204F	158	148	206	199F	207	205K	Brownsville	260	260	199	. .	255	255	221	. .
Graniteville	218	205	161	161	213	200	213	206	Bruceton	254	254	192	. .	249	249	215	. .
Great Falls	205	199K	142	142	196	194K	199	196K	Carthage	253	253	208	. .	248	248	235	235
Greenville	208	204K	158	158	208	199K	207	205K	Carthage Jct.	253	253	208	. .	248	248	234	234
Greenwood	215	211K	161	161	210	206K	213	209K	Centreville	255	255	205	. .	250	250	221	. .
H.& S. Jct.	218	205	161	161	213	200	213	205	Chattanooga	226	219F	176	176	221	214F	211	211
Hardeeville	221	212	164	158	216	207	221	213	Clarksville	245	245	185	. .	240	240	205	. .
Hartsville	201	197K	142	141	196	192K	196	192K	Cleveland	226	219F	176	176	221	214F	215	215
Holly Hill	211	204F	158	148	206	199F	207	205K	Columbia	245	245	192	. .	240	240	210	. .
Jackson	221	212	164	158	216	207	221	213	Cookeville	255	255	202	. .	250	250	236	236
Kingville	211	204F	158	148	206	199F	207	205K	Copperhill	226	219F	176	176	221	214F	219	219
Lake City	211	204F	158	148	206	199F	207	205K	Cordell	226	226	188	. .	221	221	198	198
Lancaster	205	199K	142	142	196	194K	199	196K	Covington	260	260	207	. .	255	255	234	. .
Lando	205	199K	142	142	196	194K	199	196K	Crossville	253	253	174	. .	248	248	214	214
Lanes	211	204F	158	148	206	199F	207	205K	Dayton	226	219F	176	176	221	214F	205	205
Laurens	206	204K	158	158	205	199K	207	205K	Delrose	245	245	192	. .	240	240	215	215
McBee	201	197K	142	141	196	192K	196	192K	Dickson	252	252	195	. .	247	247	210	. .
McColl	201	197K	142	141	196	192K	196	192K	Dunlap	245	245	192	. .	240	240	219	219
McCormick	215	211K	161	161	210	206K	213	209K	Dyersburg	260	260	205	. .	245	245	217	. .
Marion	201	197K	142	141	196	192K	196	192K	East Jamestown	256	256	166	. .	251	251	196	196
Maggetts	218	205	161	161	213	200	213	205	Erin	249	249	191	. .	244	244	207	. .
Mullins	201	197K	142	141	196	192K	196	192K	Etowah	226	219F	176	176	221	214F	211	211
Newberry	208	204K	158	158	205	199K	207	205K	Fayetteville	245	245	192	. .	240	240	215	215
North Augusta	221	212	164	158	216	207	221	213	Fork Mountain	256	256	166	. .	251	251	196	196
Orangeburg	211	204F	158	148	206	199F	207	205K	Fork Ridge	215	215	158	. .	210	210	196	. .
Pageland	213	209K	165	165	208	204K	204	200K	Gallatin	245	245	192	. .	240	239	199	. .
Parr	218	205	161	161	213	200	213	205	Gerst	256	256	166	. .	251	251	193	193
Pittsburg	215	208	161	161	210	197	213	206	Glen Mary	256	256	166	. .	251	251	196	196
Pittsburg	256	223	182	172	251	218	254	226	Grand Jct	266	266	209	. .	265	265	251	. .
Poston	201	197K	142	141	196	192K	196	192K	Greeneville	212	208K	164	164	207	203K	196	196
Pregnall	211	204F	152	148	206	199F	207	205K	Harriman	226	226	166	. .	221	221	199	199
Richburg	211	207K	150	150	206	202K	207	203K	Hartsville	245	245	192	. .	240	240	205	. .
Rock Hill	205	199K	142	142	196	194K	199	195K	Hermitage	245	245	192	. .	240	240	207	. .
Russellville	218	211F	160	156	214	207F	215	211K	Hickory Point	253	253	193	. .	248	248	211	. .
Saluda	228	215	171	161	223	210	223	215	Hohenwald	255	256	206	. .	250	250	221	. .
Seneca	215	211K	161	161	210	206K	213	209K	Humboldt	254	254	196	. .	249	249	221	. .
Spartanburg	208	204K	152	152	205	199K	207	205K	Jackson	257	257	196	. .	252	252	221	. .
Buster	201	197K	142	141	196	192K	196	192K	Jellico	256	256	166	. .	251	251	193	193
Tillman	221	212	164	158	216	207	221	213	Kenwood	246	246	186	. .	241	241	204	. .
Union	208	204K	152	152	205	199K	207	205K	Knoxville	212	208K	164	164	207	203K	208	208
Walterboro	218	206	161	161	213	200	213	206	LaFollette	226	226	166	. .	221	221	196	196
Ware Shoals	215	211K	161	161	210	206K	213	209K	Lake City	226	226	166	. .	221	221	196	196
Winnsboro	211	204F	152	148	206	199F	207	205K	Lawrenceburg	255	255	205	. .	250	250	221	. .
Yemassee	221	212	164	158	216	207	221	213	Lebanon	245	245	192	. .	240	240	207	. .
York	205	199K	142	142	196	194K	199	196K	Lenoir City	226	219F	176	176	221	214F	207	207

AR - All Rail.
R&R - Rail-Water and Rail.

Add to page 300 of Tariff:

SECTION 1-A - Concluded

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
TENNESSEE - Cont.								
Lewisburg	245	245	192	..	240	240	210	210
Lexington	262	262	201	..	257	257	221	..
Liberty Hill	212	208K	154	154	207	203K	199	199
McKenzie	249	249	195	..	244	244	213	..
McMinnville	245	245	192	..	240	240	219	219
Madisonville	226	219F	176	176	221	214F	211	211
Mahan	226	226	166	..	221	221	196	196F
Martin	257	257	197	..	252	232	206	..
Maryville	226	219F	176	176	221	214F	208	208
Memphis:								
A.R.-R.W.R.	268	268	209	..	263	263	231	..
P.B.L. (Note B)	..	..	..	..	..	..	..	..
M.V.B.L. (Note C)	244	..	203	..	238	..	214	..
A.B.L. (Item 80)	..	..	..	..	..	..	..	..
Middleton	268	268	209	..	263	263	231	..
Milan	260	260	196	..	245	245	217	..
Monterey	236	236	178	..	231	231	221	221
Morristown	212	208K	154	..	207	203K	199	199
Moscow	268	268	209	..	263	263	231	..
Murfreesboro	245	245	192	..	240	240	207	..
Nashville	245	245	192	..	240	240	208	208
Newport	212	212	154	..	207	207	208	208

To and From Stations shown on pages 96 to 173, inclusive of tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended)							
TENNESSEE - Conc.								
Nicks Creek	226	226	166	..	221	221	206	206
Paris	247	247	195	..	242	242	213	..
Petros	226	226	166	..	221	221	199	199
Pulaski	245	245	192	..	240	240	215	..
Scottsboro	261	261	196	..	256	256	222	..
Selmer	255	255	205	..	250	250	221	..
Sevierville	226	226K	174	174	227	223K	227	227
Shooks	226	224K	172	172	226	219K	221	221
Somerville	268	268	209	..	263	263	231	..
South Pittsburg	245	245	192	..	240	240	215	215
Sparta	245	245	192	..	240	240	221	221
Springfield	245	245	185	..	240	240	208	..
Surgoinsville	204	204K	140	..	199	199K	198	198
Tiptell	212	208K	154	154	207	203K	199	199
Tiptonville	261	261	205	..	246	246	219	..
Tracy City	245	245	192	..	240	240	219	219
Tullahoma	245	245	192	..	240	240	213	213
Union City	236	236	196	..	230	230	208	..
Watertown	252	252	199	..	247	247	219	..
Waverly	256	256	198	..	250	250	213	..
White Bluff	249	249	194	..	244	244	207	..
Whiteville	268	268	209	..	263	263	231	..
Wilder	257	257	177	..	252	252	225	225

AR - All Rail.
RWR - Rail-Water and Rail.

hange on Page 301 of Tariff and Page 14 of Supplement No. 11.

SECTION 2

If the charge accruing under Section 4 of Tariff, as amended, according to its application is higher han the charge accruing under this Section, on the same shipment, the charge accruing under Section 4 of ariff, as amended, will apply.

The Rate Base Numbers named in this Section apply only where applicable rating is published in EXCEP-IONS TO SOUTHERN CLASSIFICATION, to the extent provided for in Item 5 of Tariff, subject to applicable ules and other provisions in Exceptions to Southern Classification and to applicable rules and other pro-isions, except ratings, in Southern Classification, EXCEPT that:

These Rate Base Numbers will ALSO apply:

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and ourth Section Order No. 12272, as amended, in arriving at class rates referred to therein, under ratings in outhern Classification.

2. In connection with commodity rate columns to the extent provided for on pages 198 to 201 of Tariff s amended.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with order f the Interstate Commerce Commission in Dockets Nos. 26488, 21373, 21373 (Sub.-No.1), 21665 and 21665 Sub.-No.1), and are permitted by authority of the Interstate Commerce Commission Fourth Section Orders Nos. 2370 and 12516, except to or from points in the State of Kentucky rates are permitted by authority of nterstate Commerce Commission Supplemental Fourth Section Order No. 11200. (File M-16974).

ALL CHANGES RESULTING FROM THE USE OF RATE BASE NUMBERS IN THIS SECTION ARE REDUCTIONS

Add to Page 339 of Tariff:

SECTION 2A

If the charge accruing under Section 4A according to its application is higher than the charge accruing under this Section, on the same shipment, the charge accruing under Section 4A will apply.

Rate Base Numbers named in this Section apply only where applicable rating is published in SOUTHERN CLASSIFICATION, subject to applicable rules and other provisions in Southern Classification and to applicable rules and other provisions, except ratings, in Exceptions to Southern Classification, EXCEPT that:

These Rate Base Numbers WILL NOT Apply.

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at Class Rates referred to therein. Section 2 Rate Base Numbers will apply.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended and are permitted by Authority of Interstate Commerce Commission Fourth Section Order No. 15410 of October 19, 1945.

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to page 339 of Tariff:

SECTION 2A - Continued.

ad From Stations own on pages 96 to 173 of Tariff as amended, inclusive, taking Rate basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Albany		Altoona		Baltimore		D-Port	Bangor	Bellington		Berkeley Springs		Berlin		Boston	
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
KENTUCKY																
hor	196	196	161		155	155	155	244	143		157		237	237	230	230
dstown	176		141		161	161	161	221	131		143		206	206	200	200
l Farm	203	203	161		177	177	177	249	140		160		237	237	227	227
ton	193		162		178	178	178	241	153		167		228	228	219	219
ling Green	196		161		184	184	184	246	149		163		235	235	228	228
nnon	170		136		156	156	156	224	122		138		204	204	196	196
nside	193		153		163	163	163	239	130		148		231	231	222	222
lis	214		182		199	199	199	262	172		163		252	252	244	244
pbellsville	187		153		163	163	163	235	120		148		229	229	221	221
ayville	187		153		173	173	173	235	143		156		229	229	221	221
rrollton	167		128		147	147	147	216	118		129		196	196	186	186
rse	204		174		190	190	190	246	165		176		233	233	224	224
ntral City	194		162		179	179	179	242	152		168		234	234	227	227
verport	183		149		168	168	168	229	139		150		226	226	218	218
rbin	196	196	156		166	166	166	244	151		156		234	234	224	224
rydon	183		151		168	168	168	227	141		153		213	213	206	206
nville	178		136		148	148	148	228	113		132		216	216	206	206
izabethtown	176		141		161	161	161	221	131		143		206	206	200	200
kton	227		191		213	213	213	276	170		190		264	264	257	257
lmouth	160		120		140	140	140	206	110		122		187	187	178	178
emingsburg	178		136		156	156	156	224	119		138		204	204	196	196
emingsburg Jct	172		132		152	152	152	220	116		134		199	199	190	190
rd	176		135		143	143	143	219	110		128		211	211	202	202
rdsville	167		153		178	178	178	235	143		155		234	234	221	221
nkfort	177		136		147	147	147	228	114		151		211	211	202	202
lton	199		169		186	186	186	245	161		171		235	235	227	227
orgetown	178		135		143	143	143	219	110		128		204	204	196	196
lbertsville	193		162		178	178	178	241	153		167		230	230	221	221
agow	196		161		180	180	180	243	146		160		232	232	224	224
thrie	206		170		191	191	191	254	158		169		243	243	236	236
rlan	176		147		158	158	158	216	128		143		244	244	186	186
zard	203		161		176	176	176	253	137		157		237	237	231	231
kman	207		177		194	194	194	253	166		179		249	249	240	240
pkinsville	198		166		184	184	184	246	156		168		239	239	231	231
rse Cave	187		153		173	173	173	235	143		155		228	228	220	220
vine	180		141		161	161	161	227	118		136		218	218	209	209
ckson	196		155		167	167	167	243	128		148		231	231	222	222
ffersontown	178		136		157	157	157	216	138		159		208	208	196	196
grange	171		130		154	154	154	216	121		138		202	202	196	196
wrenceburg	177		136		147	147	147	225	114		133		206	206	199	199
banon	178		144		154	154	154	227	121		139		221	221	213	213
banon Jct	171		138		158	158	158	216	127		138		208	208	196	196
t	208	208	161		161	161	161	245	157		157		257	257	257	257
nch	188		161		181	181	181	229	140		158		247	247	199	199
Roberts	213		170		188	188	188	260	148		164		244	244	237	237
disonville	188		154		178	178	178	234	144		156		221	221	213	213
nchester	208		161		186	186	186	259	137		157		240	240	227	227
yfield	188		142		178	178	178	241	155		167		230	230	221	221
ddlesboro	179	179	182		148	148	148	220	152		147		234	234X	190	190
dway	173		133		143	143	143	219	110		128		199	199	180	180
rgenfield	188		150		167	167	167	227	140		151		213	213	206	206
unt Vernon	188		149		156	156	156	234	135		144		228	228	219	219
rray	201		171		187	187	187	260	168		178		239	239	230	230
wtown	173		133		143	143	143	219	110		128		204	204	196	196
ensboro	196		154		172	172	172	252	144		156		219	219	211	211

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Albany		Altoona		Baltimore		B-Port	Bangor	Bellington		Berkeley Springs		Berlin			
	AR	RAR	AR	RAR	AR	RAR	RAR	AR	AR	RAR	AR	RAR	AR	RAR	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
KENTUCKY - Cont.																
Paris	172		132		143	143	145	219	110		128		199	199		
Pine Knot	203	203	158		174	174	174	249	137		157		234	234		
Princeton	198		166		184	184	184	246	156		168		240	240		
Providence	189		157		175	175	175	238	147		159		229	229		
Richmond	180		141		151	151	151	227	118		136		215	215		
Russellville	206		167		189	189	189	254	155		166		243	243		
Scottsville	233	233	176		196	196	196		171		176		270	270		
Shelbyville	171		136		151	151	151	216	118		136		202	202		
Spottsville	183		146		166	166	166	227	141		152		213	213		
Sturgis	190		156		176	176	176	236	149		160		224	224		
Switzer	177		138		147	147	147	223	114		133		211	211		
Thompsonville	209		177		196	196	196	258	187		179		250	250		
Walton	161		121		141	141	141	209	111		125		188	188		
West Point	172		136		157	157	157	216	128		139		202	202		
Whitesburg	210		167		179	179	179	280	145		168		244	244		
Wickliffe	191		162		178	178	178	238	153		163		228	228		
Williamsburg	201	201	158		168	158	158	248	134		157		237	237		
Williamstown	160		120		140	140	140	208	110		122		187	187		
Worthville	168		129		149	149	149	248	119		130		196	196		
NORTH CAROLINA																
Aberdeen	173	163K	149	149	128	124K	121K	217	140	140	142	142	203	198K		
Ahoskie	123	129K	125	125	98	94K	91K	178	127	127	118	118	180	156K		
Albemarle	173	169K	146	146	128	124K	121K	217	137	137	139	139	203	178K		
Almond	208	199K	179	179	164	160K	157K	253	169	169	172	172	251	227K		
Andrews	207	203K	182	182	169	165K	162K	267	176	176	177	177	264	240K		
(CCD) Arthur	156	154K	143	143	116	112K	109K	205	143	143	136	136	189	165K		
(CCD) Arthur	168	148K	127	127	111	107K	104K	197	127	127	130	130	184	160K		
Asheboro	170	166K	143	143	122	118K	115K	213	134	134	136	136	199	175K		
Asheville	193	189K	164	164	148	144K	141K	240	154	154	157	157	223	219K		
Ashford	186	182K	157	157	140	136K	133K	227	151	151	152	152	206	204K		
Barber	175	169K	148	148	125	121K	118K	217	137	137	139	139	202	198K		
(CCD) Bayboro	167	163K	158	158	130	126K	123K	210	155	155	151	151	198	182K		
(CCD) Bayboro	153	149K	143	143	120	116K	113K	198	145	145	141	141	192	176K		
(CCD) Belhaven	155	151K	146	146	118	112K	109K	208	149	149	139	139	186	181K		
(CCD) Belhaven	143	139K	134	134	108	96K	96K	191	137	137	127	127	173	169K		
Black Mountain	189	185K	164	164	143	139K	136K	240	152	152	154	154	221	217K		
Broadway	175	171K	151	151	131	127K	124K	224	139	139	141	141	205	201K		
Burlington	162	160K	140	140	119	115K	112K	209	131	131	133	133	189	185K		
Burnsville	198	194K	165	165	150	146K	143K	238	156	156	158	158	214	210K		
(CCD) Cairo	164	160K	143	143	118	114K	111K	210	131	131	136	136	192	188K		
(CCD) Cairo	157	153K	137	137	111	107K	104K	208	125	125	130	130	189	185K		
Chapel Hill Station	184	180K	160	160	119	115K	112K	209	131	131	138	138	189	185K		
Charlotte	178	178K	158	158	131	127K	124K	224	139	139	141	141	205	201K		
Clarkton	178	178K	158	158	135	131K	128K	224	140	140	142	142	207	203K		
Cliffside	188	181K	161	161	144	140K	137K	231	151	151	154	154	217	213K		
Clinton	187	169K	158	158	128	118K	115K	213	146	146	142	142	199	195K		
(CCD) Columbia	184	181K	146	146	116	112K	109K	199	149	149	136	136	186	181K		
(CCD) Columbia	149	139K	134	134	105	98K	98K	197	137	137	124	124	175	169K		
Cove	189	184K	148	148	119	115K	112K	210	148	148	139	139	180	176K		
(CCD) Cranberry	180	168	138		120	180	120		118		138		188	188		
(CCD) Cranberry	180	180	151		138	138	138	220	135		148		207	207		
Crestmont	212	208K	187	187	174	170K	167K		178	178			238	234K		
Dunn	187	183K	148	148	119	115K	112K	210	137	137	139	139	196	192K		
Durham	158	154K	138	138	114	110K	107K	208	125	125	128	128	188	174K		
(CCD) Eagle Springs	176	172K	155	155	136	132K	129K	221	144	144	145	145	207	203K		

AR - All Rail.
RAR - Rail-Water and Rail.

to page 329 of Tariff:

SECTION 2A - Continued.

and From stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking rate basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates, as shown on pages 17 to 95 of Tariff as amended, inclusive.																	
	Albany		Altoona		Baltimore		B-Port	Bangor	Bellington		Berkeley Springs		Berlin		Boston	
	All	Rail	All	Rail	All	Rail	Rail	All	All	Rail	All	Rail	All	Rail	All	Rail
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).																	
NORTH CAROLINA - Con.																		
Eagle Springs	170	166K	145	145	129	125K	188K	213	136	136	137	137	200	196K	178	174K
Le Port	189	186K	178	178	168	164K	158K	250	167	167	167	167	252	228K	215	211K
Newton	149	145K	140	140	110	106K	106K	198	143	143	138	136	176	171K	158	154K
Newton	139	134K	130	130	100	96K	96K	186	133	133	126	126	164	160K	147	143K
Elizabeth City	144	140K	139	139	110	104K	103K	190	141	141	133	133	171	167K	154	150K
Elizabeth City	154	150K	150	150	101	97K	94K	179	130	130	123	123	161	157K	144	140K
rville	167	163K	143	143	113	108K	108K	205	143	143	136	136	189	185K	170	166K
Farrington	184	180K	140	140	119	115K	115K	210	139	139	133	133	196	192K	176	172K
Farrington	187	183K	133	133	115	109K	106K	205	131	131	126	126	189	185K	169	165K
ttsville	170	166K	149	149	123	116K	116K	213	140	140	142	142	199	196K	182	178K
ana	207	203K	179	179	166	162K	158K	257	171	171	175	175	240	234K	224	220K
et City	189	185K	161	161	144	140K	137K	231	160	160	164	164	253	219K	198	192K
land	178	173K	155	155	129	125K	125K	221	148	148	148	148	203	199K	185	181K
onia	179	175K	155	155	129	125K	125K	224	144	144	146	145	210	206K	195	189K
ton	178	173K	155	155	128	125K	125K	224	143	143	148	148	207	203K	189	185K
tsboro	161	157K	148	148	116	112K	108K	206	140	140	136	136	186	182K	171	167K
nsboro	153	149K	138	138	114	110K	107K	200	123	123	125	125	182	178K	166	162K
rville	167	163K	141	141	113	109K	106K	201	141	141	138	138	183	179K	164	160K
ville	179	175K	155	155	131	127K	124K	221	143	143	145	145	207	203K	189	185K
	885	861K	850	850	677	658K	650K	874	194	194	195	195	261	254K	244	237K
rsboro	148	143K	139	139	105	101K	98K	189	125	125	118	118	171	167K	156	151K
rsonville	158	153K	157	157	130	126K	123K	247	158	158	160	160	225	219K	206	202K
rpin	155	151K	151	151	144	140K	137K	251	151	151	155	155	215	209K	198	192K
n Point	154	149K	140	140	119	115K	112K	208	128	128	130	130	189	185K	174	170K
dale	169	165K	159	159	134	130K	127K	211	131	131	133	133	195	189K	179	176K
nsville	175	171K	165	165	139	135K	132K	225	163	163	156	156	211	207K	193	188K
napolis	194	190K	168	168	135	131K	128K	230	137	137	139	139	199	195K	179	175K
ford	168	164K	132	132	105	101K	98K	187	128	128	127	127	188	184K	169	165K
nsville	181	177K	165	165	139	135K	132K	218	160	160	156	156	213	208K	195	189K
ston	181	187K	148	148	119	115K	112K	207	149	149	139	139	190	186K	171	167K
n	174	170K	145	145	122	118K	115K	215	139	139	140	140	196	192K	185	179K
Grove	184	180K	148	148	116	112K	109K	210	140	140	139	139	198	192K	178	172K
n Tarboro	199	195K	175	175	158	154K	151K	250	164	164	167	167	252	228K	215	211K
ster	181	187K	143	143	136	112K	109K	206	144	144	136	136	186	186K	171	167K
rsburg	176	172K	156	156	131	127K	124K	221	148	148	148	148	207	203K	189	185K
nsle	191	187K	184	184	149	145K	142K	238	157	157	159	159	222	216K	206	202K
nsville	147	143K	134	134	109	105K	98K	191	114	114	118	118	173	169K	157	155K
ir	182	178K	156	155	136	134K	131K	227	148	148	148	148	210	206K	205	201K
ston	148	134K	132	132	107	103K	100K	197	135	135	127	127	168	164K	149	146K
ington	187	183K	145	145	123	118K	115K	213	131	131	138	138	196	192K	179	175K
Lillington	187	183K	148	148	122	118K	115K	213	134	134	139	139	196	192K	179	175K
Lillington	169	165K	139	139	115	111K	108K	205	127	127	132	132	189	185K	171	167K
ston	179	175K	155	155	129	125K	122K	224	144	144	145	145	210	206K	195	189K
burg	149	146K	128	128	109	104K	101K	195	129	129	127	127	174	170K	158	154K
erton	178	173K	155	155	129	125K	125K	221	148	148	149	149	207	203K	189	185K
ton	185	181K	159	159	140	136K	133K	238	145	145	151	151	215	211K	201	197K
well	189	185K	177	177	149	145K	142K	240	158	158	160	160	224	220K	210	206K
n	178	173K	155	155	129	125K	125K	221	148	148	149	149	207	203K	185	181K
Wilmington	179	175K	159	159	140	136K	133K	224	149	149	151	151	207	203K	189	185K
Wilmington	178	168K	151	151	134	130K	126K	217	143	143	144	144	201	197K	182	178K
ton	147	143K	134	134	106	102K	99K	198	114	114	117	117	174	170K	158	154K
Winnsville	156	151K	146	146	118	113K	109K	189	148	148	139	139	185	181K	164	160K
Winnsville	145	139K	134	134	108	98K	98K	197	137	137	127	127	173	169K	152	148K

All - All Rail.
Rail - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive														
	Albany		Altoona		Baltimore		B-Port	Bangor	Bellegton		Berkeley Springs		Berlin		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	AR	RWR	AR	RWR	AR	RWR	AR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive														
NORTH CAROLINA - Con.															
Monroe	182	178K	155	155	136	132K	129E	224	144	144	148	148	210	206K	179
Mooresville	176	172K	149	149	128	124K	121E	220	137	137	139	139	209	205K	178
Mt. Airy	173	169K	143	143	128	124K	121E	217	134	134	138	138	206	201K	175
Murphy	210	206K	185	185	169	165K	162E	257	176	176	177	177	244	237K	211
(CSD) New Bern	184	180K	150	150	136	132K	119E	207	150	150	148	148	198	194K	178
(CSD) New Bern	180	146K	141	141	117	113K	110E	195	141	141	137	137	180	176K	149
Newport	174	170K	158	158	134	130K	127E	211	158	158	161	161	208	198K	181
Newton	179	176K	158	158	131	127K	124E	224	140	140	146	146	207	202K	177
North Wilkesboro	170	176K	158	158	131	127K	124E	224	140	140	141	141	207	202K	169
(CSD) Oakboro	168	176K	156	156	138	134K	131E	221	148	148	147	147	207	202K	169
(CSD) Oakboro	176	172K	148	148	131	127K	124E	214	139	139	141	141	200	196K	168
Oxford	144	140K	128	128	105	98K	96E	100	121	121	125	125	169	168K	151
Pembroke	178	169K	155	155	138	134K	131E	221	143	143	148	148	205	198K	185
Pinetops	180	156K	143	143	116	112K	109E	204	143	143	138	138	185	181K	178
Pittsboro	167	163K	143	143	122	118K	115E	213	134	134	138	138	196	192K	178
(CSD) Plymouth	188	146K	143	143	113	109K	106E	198	148	148	136	138	179	175K	160
(CSD) Plymouth	141	137K	131	131	102	98K	95E	188	135	135	135	135	167	163K	147
Polocasi	148	136K	132	132	105	101K	98E	187	132	132	127	127	168	164K	149
(CSD) Putnam	170	166K	149	149	130	126K	123E	217	140	140	142	142	199	193K	185
(CSD) Putnam	165	169K	148	148	123	119K	116E	210	138	153	135	135	192	188K	178
Raeford	175	169K	152	152	128	124K	121E	217	143	143	148	145	208	198K	184
Raleigh	167	153K	140	140	116	112K	109E	201	131	131	135	133	188	178K	167
Ramseur	167	163K	140	140	122	118K	115E	211	131	131	135	133	195	189K	177
Reidsville	147	143K	134	134	106	102K	99E	191	114	114	116	116	178	168K	157
Roanoke Rapids	138	132K	120	120	98	88K	86E	180	120	120	118	115	168	164K	149
Robbinsville	207		182		169			283	178		177		244		207
(CSD) Rockton	164	160K	143	143	116	112K	109E	210	134	134	138	138	196	186K	170
(CSD) Rockton	157	153K	136	136	109	104K	101E	208	128	128	130	130	189	180K	163
Rocky Mount	144	140K	128	128	100	96K	93E	198	128	128	125	125	169	168K	151
Roxboro	144	140K	125	125	103	98K	96E	191	116	116	125	122	182	168K	154
St. Paul	188	178K	159	159	136	131K	128E	228	150	150	158	158	215	206K	198
Salisbury	170	166K	143	143	125	121K	118E	217	134	134	138	138	199	188K	181
Sanford	167	163K	146	146	122	118K	115E	213	134	134	138	138	196	186K	170
Scotland Neck	145	141K	122	122	101	97K	94E	192	122	122	124	124	171	167K	151
Selma	161	157K	143	143	116	112K	109E	199	134	134	138	138	186	182K	171
Shelby	188	178K	158	158	140	136K	133E	227	148	148	150	150	213	208K	188
Siler City	167	163K	143	143	122	118K	115E	213	131	131	133	133	196	186K	170
Siloam	173	169K	143	143	125	121K	118E	217	131	131	135	135	201	197K	181
(CSD) Star	173	169K	149	149	131	127K	124E	217	140	140	142	142	203	198K	181
(CSD) Star	167	163K	142	142	125	121K	118E	210	135	135	136	135	197	188K	176
Statesville	175	169K	149	149	128	124K	121E	221	137	137	139	139	205	196K	184
Sylva	199	195K	175	175	159	154K	151E	250	164	164	166	166	232	222K	215
Tarboro	149	145K	128	128	105	101K	98E	195	122	122	127	127	178	168K	159
Taylorsville	176	172K	152	152	131	127K	124E	221	140	140	148	148	207	202K	169
(CSD) Vanceboro	161	157K	146	146	119	115K	112E	210	148	148	140	140	196	192K	178
(CSD) Vanceboro	155	148K	138	138	111	107K	104E	208	141	141	138	138	189	185K	168
Vandemere	164	160K	149	149	122	118K	115E	210	142	142	148	148	189	186K	178
Varina	167	163K	143	143	119	115K	112E	210	131	131	135	135	196	186K	170
Wadesboro	179	176K	158	158	131	127K	124E	224	143	143	145	145	207	202K	169
Wallace	170	166K	152	152	122	118K	115E	215	146	146	145	145	199	186K	178
Walnut Cove	167	163K	137	137	122	118K	115E	211	128	128	130	130	191	187K	177
Warrenton	141	137K	134	134	100	96K	93E	186	121	121	119	119	186	182K	161
Washington	158	154K	145	145	116	112K	109E	206	144	144	138	138	186	186K	167
Weldon	136	132K	120	120	98	88K	86E	180	120	120	118	115	168	164K	149
Whiteville	182	176K	161	161	137	133K	130E	224	156	156	156	156	210	206K	188
Wilmington	176	172K	158	158	129	125K	122E	221	158	158	160	160	208	196K	188

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 2A - Continued.

and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Albany		Altoona		Baltimore		B-P-RR	Bangor	Bellington		Berkeley Springs		Berlin		Boston	
	AR	R&R	AR	R&R	AR	R&R	R&R	AR	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Conc.																
gan	155	148K	136	136	109	105K	102E	197	136	136	131	131	178	174K	163	156K
ger	156	154K	148	148	122	118K	115E	208	151	151	135	133	184	180K	164	160K
ton-Salem	167	165K	140	140	119	115K	112E	211	131	131	133	133	195	189K	177	173K
TENNESSEE																
berland Gap	179	179	152	. . .	142	142	142	220	132	. . .	147	. . .	234	230K	190	190
abethton	163	163	134	. . .	121	121	121	204	119	. . .	129	. . .	191	191	174	174
a	166	166	136	. . .	124	124	124	207	119	. . .	133	. . .	195	195	177	177
ton	166	166	136	. . .	124	124	124	207	119	. . .	133	. . .	195	195	177	177
eon City	163	163	134	. . .	121	121	121	204	119	. . .	129	. . .	191	191	174	174
sport	166	166	[illegible]	. . .	124	124	124	207	119	. . .	133	. . .	195	195	177	177
Roan Mountain	162	162	133	. . .	120	120	120	. . .	118	. . .	128	. . .	189	189	172	172
Roan Mount.in	160	160	151	. . .	138	138	138	. . .	136	. . .	148	. . .	207	207	189	189
VIRGINIA																
alachia	175	175	147	. . .	139	138	138	216	128	. . .	143	. . .	232	230K	186	186
le	140	140	110	110	98	98	98	183	103	103	106	106	164	164	150	150
ville	130	130K	120	120	96	91K	88E	175	123	123	115	115	156	156K	136	136
then	141	141	118	118	99	99	99	185	109	108	110	110	166	166	151	151
rsville	136	136	120	120	96	92K	88E	184	113	113	115	116	162	162K	146	146
ville	140	140	117	117	98	98	91E	184	107	107	108	108	165	165	150	150F
vale	189	189	160	. . .	150	150K	150K	. . .	152	. . .	157	. . .	221	217K	203	198K
nston	140	140K	117	117	98	96K	91E	186	107	107	112	112	165	162K	147	147K
ddle	136	136	121	121	97	97	97	182	118	118	116	116	163	163	147	147
field	186	186	156	. . .	145	145	145	. . .	147	. . .	152	. . .	221	221K	199	199K
oria	129	129K	112	112	85	85K	78E	173	112	112	107	107	154	154	139	139K
g	179	179	152	. . .	142	142	142	220	132	. . .	147	. . .	234	230K	190	190
Blackmore	166	166	136	. . .	116	116	116	207	119	. . .	133	. . .	195	195	177	177
klin	130	130K	120	120	96	88K	88E	176	123	123	115	115	156	156K	136	136
City	188	188	151	. . .	140	140	140	. . .	142	. . .	147	. . .	217	217	196	196
ton	136	136	113	113	96	96	96	180	108	108	106	106	162	162	151	151
ard Springs	164	164	134	. . .	124	124	124	216	116	. . .	128	. . .	211	207K	179	179
Inlet	124	134	128	128	102	102	96E	179	134	134	123	123	161	161	144	144
Inlet	127	127	121	121	95	95	88E	178	127	127	115	115	158	158	136	136
ville	129	129	112	112	88	88	81E	176	106	106	107	107	154	154	139	139
Orange	135	135	117	117	92	92	[illegible]	177	113	113	112	112	159	159	143	143
ore	136	136	113	113	95	95	9o	180	108	108	106	106	162	162	146	146
ville Jct	147	142K	128	128	106	102K	99E	198	116	116	117	117	173	169K	157	152K
ig	136	136	113	113	96	96	92M	183	103	103	108	108	162	162K	143	143
Jamay	138	138	117	117	92	92	92	177	113	113	112	112	159	159	144	144
insville	151	151	121	121	109	109	109	194	114	114	116	116	175	175	161	161
ham	186	186	156	. . .	145	145	145	. . .	147	. . .	152	. . .	217	217K	199	199M
ota	179	179	149	. . .	137	137	137	. . .	144	. . .	144	. . .	207	207	189	189
ton	189	189	159	. . .	149	149	144M	. . .	150	. . .	156	. . .	221	217K	199	196K
Pleasant Ridge	134	134	128	128	102	102	96E	179	134	134	123	123	161	161	144	144
Pleasant Ridge	127	127	120	120	95	95	88E	178	127	127	115	115	153	153	136	136
y Mount	144	144	114	114	102	102	102	187	108	108	110	110	168	168	154	154
St. Bridge	134	134	128	128	102	102	96E	179	134	134	123	123	161	161	144	144
St. Bridge	127	127	120	120	95	95	88E	178	127	127	115	116	153	153	136	136
Charles	192	192	165	. . .	156	156	156	. . .	157	. . .	162	. . .	221	221	203	203
h Boston	141	140K	118	118	89	86K	86E	187	109	108	113	113	168	168K	151	150K
re Ferry	164	164	139	. . .	116	116	110	207	119	. . .	133	. . .	195	195	177	177
y Creek	129	129	112	. . .	85	85	85	187	112	112	107	107	154	154	139	139
ley	160	159K	130	130	96	94K	88E	176	125	125	116	116	156	156K	136	136

- AR - All Rail.
R&R - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS															
	And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive,															
	Branchton		Buffalo		Calais	Caribou	Cincinnatus		Clarksburg		Corry		Cumberland		Du	
	AR	RWR	AR	RWR	AR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 486 of Tariff as amended, inclusive)															
KENTUCKY																
Amber	152		161		255	297	185		134		156		158		16	
Bardstown	134		141		235	279	170		151		134		138		15	
Bell Farm	128		161		295	339	208		197		155		158		19	
Benton	153		160		261	286	188		148		153		158		15	
Bowling Green	152		164		259	305	199		140		155		158		19	
Brannon	130		136		234	278	170		119		130		138		15	
Burnside	146		155		251	295	188		137		146		148		15	
Cadiz	172		168		274	318	214		164		172		174		18	
Campbellsville	148		153		248	292	187		157		148		148		15	
Caneyville	148		153		248	288	187		135		148		150		15	
Carrollton	121		129		226	270	167		109		121		134		13	
Cayce	165		171		268	309	204		155		169		171		18	
Central City	152		162		254	298	194		143		152		158		16	
Cloverport	142		149		254	298	183		132		142		148		15	
Corbin	149		158		257	301	196		138		149		151		16	
Corydon	141		151		245	287	185		134		141		158		15	
Danville	130		140		234	278	178		110		130		157		15	
Elizabethtown	134		141		235	279	176		151		134		138		15	
Elkton	168		166		267	311	207		170		168		168		17	
Falmouth	113		120		218	262	160		108		113		117		13	
Flemingsburg	130		138		234	278	178		118		130		138		15	
Flemingsburg Jct	135		133		230	274	172		115		135		138		15	
Ford	127		136		231	275	175		107		127		138		15	
Fordsville	148		153		248	288	187		138		148		150		15	
Frankfort	131		141		235	279	177		111		131		138		15	
Fulton	161		166		257	301	199		161		161		168		17	
Georgetown	127		136		231	275	175		107		127		138		15	
Gilbertsville	153		165		251	295	188		148		158		158		15	
Glasgow	154		161		256	299	195		140		154		158		16	
Guthrie	161		170		268	310	206		149		164		164		17	
Harlan	141		164		230	278	178		164		151		158		15	
Hazard	152		161		269	310	205		161		155		158		15	
Hickman	168		174		265	309	207		168		168		174		17	
Hopkinsville	158		166		259	305	199		149		158		160		16	
Horse Cave	148		153		248	288	187		138		148		150		15	
Irvine	134		144		230	285	180		114		134		151		15	
Jackson	151		156		255	299	198		155		148		158		15	
Jeffersontown	131		142		235	279	178		118		131		138		15	
Lagrange	130		136		235	279	171		118		151		138		15	
Lawrenceburg	131		141		235	279	177		111		131		138		15	
Lebanon	138		144		230	285	178		118		138		156		15	
Lebanon Jct	130		138		231	275	171		117		130		138		15	
Lot	158		161		257	301	[illegible]		154		158		158		17	
Lynch	161		170		241	285	188		158		164		164		17	
Mahoberta	161		170		276	318	213		148		164		168		17	
Madisonville	148		154		246	290	192		138		154		158		15	
Manchester	[illegible]		164		251	295	205		154		158		158		15	
Mayfield	153		160		251	295	188		148		158		158		15	
Middlesboro	156		164		257	271	[illegible]	179	158		158		162		16	
Midway	127		138		230	274	173		107		127		138		15	
Morganfield	140		150		242	286	188		128		140		148		15	
Mount Vernon	148		158		246	290	198		138		148		158		15	
Murray	168		168		260	304	201		168		168		171		17	
Newtown	127		138		230	274	173		127		127		138		15	
Owensboro	144		154		238	282	188		138		144		151		15	

AR - All Rail.
RWR - Rail-Water and Rail.

1728

to page 339 of Tariff:

SECTION 2A - Continued.

d From Stations on pages 96 173 of Tariff amended, inclu-ve, taking Rate ll shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Branchton		Buffalo		Calais	Caribou	Cincinnati		Clarksburg		Corry		Cumberland		Erie	
	AR	RAR	AR	RAR	AR	AR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
KENTUCKY - Cont.																
e	135		132		220	274	172		107		125		123		122	
r Knot	149		146		232	306	205		134		152		152		146	
nston	156		156		239	305	198		130		156		163		153	
ldance	147		157		250	294	189		141		147		154		144	
quet	134		144		229	265	180		114		134		131		134	
allville	158		167		266	310	208		146		161		161		155	
tonville	171		177				225		159		171		171		166	
bysville	130		136		221	278	171		114		130		131		127	
rtsville	141		151		243	297	185		135		141		147		138	
gia	149		158		251	295	190		142		149		155		145	
ner	131		141		225	270	177		111		131		138		131	
nsville	167		177		270	314	209		160		167		174		164	
ng	114		121		242	286	161		102		114		116		111	
t Point	131		138		223	276	172		118		131		134		126	
sburg	150		167		269	313	210		141		161		161		158	
liffe	155		159		250	294	191		145		155		158		150	
lsburg	158		161		254	298	201		151		158		162		146	
lsontown	113		120		218	262	160		101		113		117		110	
chville	128		139		237	271	188		110		128		126		119	
SOUTH CAROLINA																
rdam	178	178	188	188	251	276	178	172K	149	149	179	179	157	157	179	179
kie	155	155	141	141	190	234	140	136K	127	127	145	145	113	113	145	145
mwell	178	178	188	188	251	276	179	172K	146	146	178	178	134	134	179	179
ood	205	205	215	215	269	310	210	204K	173	173	207	207	167	167	205	205
rence	207	207	217	217	269	313	210	204K	176	176	207	207	172	172	207	207
Arthur	164	164	178	178	217	261	167	162K	149	149	170	170	131	131	173	173
Arthur	167	167	168	168	218	256	161	157K	143	143	165	165	125	125	168	168
boro	167	167	179	179	227	271	173	168K	143	143	173	173	131	131	173	173
rville	167	167	169	169	228	267	166	162K	141	141	168	168	128	128	165	165
ford	167	167	168	168	229	265	168	163K	151	151	177	177	147	147	173	173
ber	170	170	180	180	231	275	176	172K	148	148	178	178	134	134	176	176
Sayboro	176	176	182	182	234	286	173	169K	156	156	179	179	146	146	182	182
Sayboro	164	164	172	172	210	254	163	159K	148	148	169	169	136	136	172	172
Belhaven	165	165	176	176	213	257	164	160K	149	149	175	175	134	134	176	176
Belhaven	180	180	184	184	201	245	152	148K	137	137	184	161	122	122	164	164
h Mountain	180	180	189	189	238	286	185	180K	158	158	190	190	149	149	189	189
ney	174	174	185	185	240	284	182	178K	148	148	179	179	136	136	182	182
lington	167	167	171	171	220	264	167	163K	136	136	170	170	128	128	167	167
nville	176	176	188	188	237	281	182	178K	156	156	185	185	153	153	183	183
Cairo	167	167	176	176	221	265	170	166K	143	143	176	176	131	131	173	173
Cairo	181	181	189	189	214	256	165	162K	137	137	189	188	125	125	188	188
al Hill Station	167	167	171	171	220	264	167	163K	140	140	167	167	128	128	167	167
lotte	178	178	185	185	234	278	182	178K	148	148	179	179	137	137	182	182
ston	185	185	189	189	237	281	189	184K	158	158	189	189	148	148	189	189
fside	184	184	189	189	240	284	185	180K	161	161	189	189	149	149	185	185
ston	178	178	179	179	227	271	175	168K	155	155	178	178	137	137	182	182
Columbia	165	165	176	176	218	257	164	160K	149	149	170	170	131	131	176	176
Columbia	160	160	161	161	201	245	152	148K	137	137	158	158	119	119	164	164
	160	160	176	176	221	265	164	160K	148	148	170	170	134	134	173	173
Cranberry	159	159	159	159			152		118	118	149		125		151	
Cranberry	186	186	171	171	254	278	180		138	138	187		141		169	
	194	194	203	203			214	214	174	174	194	194	178	178	191	191
n	167	167	178	178	254	298	170	166K	148	148	178	178	134	134	178	178
ma	158	158	168	168	215	258	160	156K	138	138	160	160	123	123	160	160
Eagle Springs	178	178	188	188	251	276	179	172K	149	149	179	179	140	140	179	179

AR - All Rail.
RAR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Branchton		Buffalo		Calais	Caribou	Cincinnatus		Clarksburg		Corry		Cumberland		Erie	
	AR	RWR	AR	RWR	AR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Cont.																
(CHD) Eagle Springs. .	165	165	177	177	223	207	178	168K	141	141	171	171	128	128	171	15
East La Port	199	199	219	219	263	207	208	198K	170	170	205	205	162	162	198	19
(CHD) Edenton.	155	155	165	165	205	250	155	151K	146	146	167	167	131	131	169	15
(CHD) Edenton.	142	142	154	154	195	239	144	140K	135	135	157	157	121	121	157	13
(CHD) Elizabeth City .	147	147	161	161	201	245	151	147K	141	141	164	164	128	128	164	14
(CHD) Elizabeth City .	138	138	151	151	191	235	141	137K	131	131	154	154	118	118	154	13
Farmville.	157	157	173	173	217	261	164	160K	147	147	170	170	131	131	171	15
(CHD) Farrington . . .	164	164	178	178	207	251	170	166K	140	140	170	170	128	128	170	15
(CHD) Farrington . . .	157	157	171	171	200	244	163	159K	133	133	163	163	121	121	163	14
Fayetteville	176	176	182	182	227	271	176	172K	149	149	179	179	137	137	179	15
Fontana.	205	205	213	213	256	310	210	206K	178	178	207	207	170	170	205	18
Forest City.	184	184	196	196	240	284	198	188K	158	158	187	187	149	149	188	16
Garland.	179	179	185	185	231	276	179	176K	155	155	185	185	143	143	185	16
Gastonia	179	179	189	189	237	281	185	181K	152	152	182	182	140	140	185	16
Gibson	179	179	189	189	234	278	182	178K	155	155	182	182	143	143	185	16
Goldsboro.	161	161	171	171	217	261	164	160K	147	147	170	170	131	131	171	15
Greensboro	150	150	163	163	212	256	160	156K	130	130	160	160	130	130	160	14
Greenville	157	157	167	167	213	257	161	157K	144	144	167	167	131	131	167	15
Hamlet	179	179	189	189	234	278	182	178K	152	152	182	182	140	140	182	16
Hayesville	226	226	237	237	273	317	228	224K	194	194	226	226	190	190	227	20
Henderson.	145	145	155	155	201	245	149	145K	132	132	155	155	111	111	155	14
Hendersonville . . .	190	190	205	205	257	301	199	195K	161	161	196	196	156	156	196	18
Henrietta.	165	165	196	196	240	284	165	189K	158	158	189	189	150	150	189	16
High Point	157	157	171	171	220	264	167	163K	137	137	167	167	125	125	167	15
Huntsdale	147	147	166	166	223	267	166	162K	131	131	157	157	128	128	157	15
Jacksonville	187	187	198	198	251	275	184	180K	169	169	190	190	151	151	188	16
Hannapolis	159	159	176	176	228	272	176	172K	146	146	176	176	134	134	176	15
Kelford.	142	142	158	158	199	243	149	145K	135	135	158	158	122	122	158	13
Kenansville.	187	187	198	198	227	271	187	168K	169	169	190	190	151	151	188	16
Kinston.	164	164	176	176	221	265	170	166K	152	152	176	176	134	134	176	15
Kona	155	155	174	174	227	271	174	170K	139	139	165	165	135	135	165	15
La Grange.	170	170	178	178	221	265	170	166K	152	152	179	179	134	134	176	15
Lake Toxaway	199	199	210	210	263	307	207	203K	170	170	205	205	162	162	198	19
Lassiter	161	161	171	171	217	261	164	160K	147	147	170	170	131	131	171	15
Laurinburg	179	179	189	189	234	278	182	178K	155	155	182	182	143	143	185	16
Lawndale	190	190	201	201	249	293	198	194K	163	163	195	195	154	154	197	17
Leaksville	141	141	154	154	204	248	151	147K	121	121	151	151	111	111	151	14
Lenoir	182	182	193	193	237	281	189	185K	155	155	185	185	143	143	185	16
Lewiston	142	142	158	158	199	243	149	145K	135	135	158	158	122	122	158	13
Lexington.	164	164	176	176	227	271	173	169K	140	140	170	170	128	128	170	15
(CHD) Lillington . . .	170	170	179	179	234	268	178	169K	143	143	173	173	136	134	178	15
(CHD) Lillington . . .	163	163	171	171	216	260	168	162K	137	137	166	166	127	127	168	15
Lincolnton	179	179	189	189	237	281	185	181K	152	152	182	182	140	140	185	16
Louisburg.	149	149	158	158	205	249	152	148K	135	135	158	158	122	122	158	13
Lumberton.	182	182	189	189	234	278	182	178K	155	155	185	185	144	144	189	16
Marion	174	174	193	193	245	289	189	185K	155	155	184	184	146	146	185	16
Marshall	184	184	202	202	253	297	199	195K	159	159	189	189	155	155	189	16
Marton	179	179	185	185	231	276	179	176K	155	155	185	185	144	144	185	16
(CHD) Midland.	179	179	189	189	234	278	182	178K	155	155	182	182	146	146	182	16
(CHD) Midland.	178	178	188	188	227	271	176	172K	148	148	176	176	139	139	176	15
Milton	142	142	154	154	205	249	151	147K	132	132	146	146	112	112	148	14
(CHD) Missells	163	163	173	173	213	257	164	160K	149	149	170	170	134	134	173	15
(CHD) Missells	150	150	161	161	201	245	152	148K	137	137	158	158	122	122	154	14

AR - All Rail.
RWR - Rail-Water and Rail.

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d to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Branchton		Buffalo		Calais	Caribou	Cincinnatus		Clarksburg		Corry		Cumberland		Erie	
	AR	RWR	AR	RWR	AR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Cont.																
nroe	179	179	189	189	237	281	185	181K	155	155	182	182	143	143	185	185
resville	162	162	182	182	231	275	179	175K	146	146	176	176	134	134	179	179
Airy	167	167	179	179	231	276	176	172K	143	143	178	178	131	131	173	173
rphy	207	207	217	217	269	313	213	209K	176	176	210	210	172	172	207	207
(D) New Bern	173	173	179	179	221	265	170	166K	155	155	176	176	141	141	179	179
(D) New Bern	164	164	170	170	207	251	161	157K	146	146	167	167	132	132	170	170
wport	176	176	182	182	227	271	176	172K	161	161	182	182	156	156	185	185
wton	176	176	189	189	234	278	182	178K	152	152	179	179	140	140	182	182
rth Wilkesboro	176	176	185	185	234	278	179	175K	149	149	176	176	136	136	179	179
(D) Oakboro	176	176	186	186	226	270	183	179K	151	151	179	179	142	142	182	182
(D) Oakboro	170	170	179	179	219	263	176	172K	145	145	172	172	136	136	176	176
kford	144	144	154	154	200	244	147	143K	128	128	154	154	118	118	154	154
mbroke	179	179	185	185	231	275	179	175K	155	155	182	182	143	143	185	185
metope	161	161	170	170	217	261	163	159K	146	146	170	170	133	133	170	170
ttsboro	164	164	177	177	224	268	173	169K	143	143	173	173	131	131	174	174
(D) Plymouth	153	153	169	169	210	254	160	156K	146	146	169	169	131	131	169	169
(D) Plymouth	141	141	157	157	198	242	147	143K	134	134	157	157	120	120	157	157
tecasi	142	142	158	158	199	243	149	145K	135	135	153	153	122	122	158	158
(D) Putnam	173	173	182	182	227	271	176	172K	146	146	176	176	137	137	176	176
(D) Putnam	166	166	176	176	220	264	169	165K	139	139	170	170	130	130	170	170
eford	176	176	185	185	131	275	179	175K	152	152	182	182	140	140	182	182
leigh	157	157	167	167	213	257	161	157K	140	140	167	167	128	128	167	167
nsur	161	161	174	174	223	267	171	167K	140	140	170	170	128	128	171	171
ldsville	141	141	154	154	204	248	151	147K	121	121	151	151	111	111	151	151
anoke Rapids	136	136	146	146	198	237	140	136K	123	123	146	146	110	110	146	146
binsville	207	. . .	217	. . .	274	318	213	. . .	176	. . .	210	. . .	172	. . .	207	. . .
(D) Rockton	167	167	178	178	220	264	167	163K	143	143	180	180	131	131	180	180
(D) Rockton	160	160	168	168	211	255	160	156K	136	136	174	174	125	125	174	174
ky Mount	144	144	154	154	200	244	147	143K	131	131	154	154	118	118	154	154
nboro	142	142	154	154	200	244	147	143K	125	125	152	152	118	118	152	152
.Paul	188	188	196	196	231	275	190	186K	159	159	189	189	147	147	189	189
lisbury	167	167	179	179	227	271	176	172K	143	143	178	178	131	131	176	176
nford	167	167	179	179	224	268	173	169K	143	143	178	178	131	131	176	176
otland Neck	145	145	155	155	201	245	149	145K	132	132	155	155	119	119	155	155
lma	161	161	171	171	217	261	164	160K	146	146	170	170	131	131	171	171
elby	182	182	198	198	240	284	189	185K	155	155	185	185	145	145	189	189
lar City	164	164	177	177	227	271	173	169K	140	140	170	170	128	128	173	173
lcom	164	164	179	179	231	276	178	169K	143	143	170	170	128	128	173	173
(D) Star	173	173	176	176	231	276	179	175K	146	146	176	176	137	137	176	176
(D) Star	166	166	169	169	225	269	173	169K	139	139	170	170	130	130	170	170
tesville	178	178	185	185	231	276	179	175K	146	146	178	178	134	134	179	179
lva	196	196	207	207	260	304	209	199K	167	167	187	187	161	161	196	196
boro	149	149	158	158	205	249	152	148K	135	135	156	158	122	122	158	158
lersville	176	176	189	189	234	278	182	178K	149	149	171	171	137	137	182	182
(D) Vanceboro	170	170	178	178	234	268	170	166K	152	152	173	173	135	135	179	179
(D) Vanceboro	163	163	188	188	216	260	163	159K	144	144	165	165	127	127	171	171
denmere	178	178	179	179	234	268	173	169K	156	155	176	176	137	137	182	182
rina	161	161	176	176	228	267	170	166K	143	143	170	170	131	131	171	171
desboro	176	176	189	189	234	278	182	178K	152	152	182	182	140	140	182	182
llace	176	176	179	179	227	271	173	169K	156	156	179	179	140	140	182	182
lmut Cove	154	154	171	171	223	267	167	163K	137	137	164	164	125	125	164	164
rrenton	141	141	151	151	197	241	144	140K	128	128	151	151	114	114	151	151
shington	161	161	171	171	217	261	164	160K	147	147	170	170	131	131	171	171
lden	138	138	146	146	198	237	140	136K	123	123	146	146	110	110	146	146
itesville	185	185	198	198	237	281	185	181K	161	161	189	189	151	151	193	193
lmington	179	179	185	186	231	276	179	176K	161	161	182	182	145	145	189	189

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A -Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Branchton		Buffalo		Calais	Caribou	Cincinnatus		Clarksburg		Corry		Cumberland		Erie	
	AR	R&R	AR	R&R	AR	AR	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 484 of Tariff as amended, inclusive).															
NORTH CAROLINA - Conc.																
Wilson	153	153	163	163	209	263	156	156X	140	140	163	163	126	126	161	161
Winsor	171	161	174	174	210	264	164	160X	151	151	175	175	128	128	175	175
Winston-Salem	161	161	174	174	223	267	170	166X	140	140	170	170	128	128	170	170
TENNESSEE																
Cumberland Gap	155	. . .	164	. . .	227	271	179	179	129	. . .	155	. . .	142	. . .	158	. . .
Elizabethton	139	. . .	149	. . .	215	259	163	163	116	. . .	140	. . .	124	. . .	139	. . .
Erwin	141	. . .	152	. . .	218	262	166	166	118	. . .	141	. . .	128	. . .	141	. . .
Holsten	141	. . .	149	. . .	218	262	166	166	118	. . .	141	. . .	126	. . .	141	. . .
Johnson City	139	. . .	149	. . .	215	259	163	163	116	. . .	140	. . .	124	. . .	139	. . .
Kingsport	141	. . .	149	. . .	218	262	166	166	118	. . .	141	. . .	126	. . .	141	. . .
(GOC) Roan Mountain	136	136	153	153	. . .	. . .	162	. . .	115	115	149	. . .	125	. . .	151	. . .
(GOD) Roan Mountain	156	156	171	171	. . .	. . .	180	. . .	132	132	167	. . .	141	. . .	169	. . .
VIRGINIA																
Appalachia	149	. . .	164	. . .	228	272	175	175	134	. . .	151	. . .	138	. . .	151	. . .
Apple	127	127	143	143	196	239	140	140	110	110	136	136	100	100	136	136
Carrsville	130	130	146	146	187	231	136	136N	125	125	146	146	110	110	146	146
Chatham	134	134	147	147	197	241	144	144	114	114	144	144	105	105	144	144
Clarksville	136	136	146	146	195	237	140	140P	120	120	146	146	110	110	146	146
Danville	133	133	146	146	196	240	143	143	113	113	143	143	108	108	143	143
Delvale	160	. . .	170	. . .	. . .	. . .	189	189	140	. . .	178	178	152	. . .	188	. . .
Denniston	133	133	150	150	196	240	143	143N	117	117	143	143	107	107	143	143
Dinwiddie	136	136	147	147	194	236	141	141	134	134	147	147	111	111	147	147
Duffield	162	. . .	171	. . .	. . .	. . .	186	186	141	. . .	162	. . .	147	. . .	159	. . .
Emporia	129	129	138	138	186	229	132	132	116	116	130	130	102	102	129	129
Ewing	155	. . .	168	. . .	227	271	179	179	129	. . .	155	. . .	142	. . .	165	. . .
Fort Blackmore	141	. . .	149	. . .	218	262	166	166	118	. . .	157	. . .	128	. . .	141	. . .
Franklin	130	130	146	146	187	231	136	136N	125	125	146	146	110	110	146	146
Gate City	160	. . .	169	. . .	. . .	. . .	182	182	140	. . .	160	. . .	142	. . .	158	. . .
Gretna	130	130	143	143	196	237	140	140	110	110	140	140	100	100	140	140
Hubbard Springs	136	. . .	149	. . .	228	272	170	170	113	. . .	151	. . .	128	. . .	137	. . .
(GOD) Inlet	141	141	151	151	191	235	141	141	134	134	154	154	118	118	134	134
(GOD) Inlet	133	133	145	145	184	228	135	135	127	127	146	146	110	110	146	146
Keysville	129	129	139	139	185	229	132	132	112	112	139	139	102	102	139	139
La Crosse	133	133	143	143	189	233	136	136	120	120	143	143	107	107	143	143
Lawyers	130	130	143	143	196	237	140	140	110	110	140	140	100	100	140	140
Leaksville Jct	142	142	155	155	205	249	151	147X	122	113	152	152	112	112	152	152
Lennig	130	130	146	146	196	237	140	140P	113	113	140	140	105	105	140	140
McKenney	133	133	143	143	189	233	136	136	120	120	143	143	107	107	143	143
Martinsville	138	138	154	154	208	250	151	151	121	121	147	147	111	111	147	147
Maytown	157	. . .	168	. . .	. . .	. . .	186	186	136	. . .	157	. . .	147	. . .	154	. . .
Mendota	167	. . .	174	. . .	. . .	. . .	179	179	144	. . .	166	. . .	139	. . .	161	. . .
Pardee	160	. . .	169	. . .	. . .	. . .	189	189	140	. . .	160	. . .	150	. . .	158	. . .
(GOD) Pleasant Ridge	141	141	151	151	191	235	141	141	134	134	154	154	118	118	134	134
(GOD) Pleasant Ridge	133	133	145	145	184	228	135	135	127	127	146	146	110	110	146	146
Rocky Mount	151	151	147	147	199	243	144	144	114	114	143	143	105	105	141	141
(GOD) St. Brides	141	141	151	151	191	235	141	141	134	134	154	154	118	118	134	134
(GOD) St. Brides	133	133	143	143	184	228	135	135	127	127	146	146	110	110	146	146
St. Charles	165	. . .	174	. . .	. . .	. . .	192	192	144	. . .	169	. . .	157	. . .	161	. . .
South Boston	134	134	151	151	197	241	144	143N	118	118	144	144	108	108	144	144
Speers Ferry	141	. . .	155	. . .	218	262	166	166	118	. . .	157	. . .	128	. . .	141	. . .
Stony Creek	129	129	139	139	185	229	132	132	116	116	139	139	102	102	139	139
Whaley	130	130	146	146	187	231	136	136N	125	125	146	146	110	110	146	146

AR - All Rail.
R&R - Rail-Water and Rail.

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SUPPLEMENT NO. 38.- FREIGHT TARIFF NO. 44-I

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Evergreen		Genesee		Glovers-ville		Grafton		Hagerstown		Harrisburg		Hempstead		Houlton	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 494 of Tariff as amended, inclusive).															
KENTUCKY																
Anchor	159	159	170		207		222	222	149		158	158	189	189	281	
Bardstown	165	165	147		187		202	202	147		157		186	186	265	
Bell Farm	181	181	170		215	215	229	229	167		176		207	207	295	
Benton	182	182	167		205		221	221	167		175		207	207	279	
Bowling Green	168	168	171		210		230	230	167		180		209	209	287	
Brannon	160		146		182		197	197	143		153		185	185	262	
Burnside	167	167	164		205		224	224	153		163		198	198	279	
Cadiz	208	208	186		228		245	245	186		197		228	228	302	
Campbellsville	167	167	160		199		223	223	153		163		198	198	276	
Canayville	177	177	160		199		223	223	160		169		198	198	276	
Carrollton	151	151	138		179		188	188	134		144		178	178	254	
Cayce	194	194	179		216		226	226	179		186		216	216	290	
Central City	183	183	166		206		229	229	166		177		208	208	288	
Cloverport	172	172	155		196		220	220	156		165		194	194	288	
Corbin	159	159	167		207		219	219	149		161		189	189	285	
Corydon	172	172	157		196		208	208	157		166		197	197	271	
Danville	150	150	150		188		208	208	136		146		178	178	268	
Elizabethtown	165	165	147		187		202	202	147		157		186	186	265	
Elkton	217	217	201		239		259	259	201		210		241	241	315	
Falmouth	144	144	130		172		190	190	127		136		169	169	248	
Flemingsburg	159	159	146		186		197	197	143		153		185	185	262	
Flemingsburg Jct	158	158	142		184		192	192	139		149		181	181	258	
Ford	147	147	146		185		204	204	153		163		171	171	260	
Fordsville	177	177	160		199		223	223	160		169		198	198	276	
Frankfort	151	151	151		189		204	204	138		147		177	177	265	
Fulton	190	190	168		211		229	229	176		185		211	211	285	
Georgetown	147	147	145		185		197	197	133		143		173	173	259	
Gilbertsville	182	182	167		206		223	223	167		176		207	207	279	
Glasgow	184	184	167		207		226	226	167		177		208	208	285	
Guthrie	195	195	179		218		237	237	179		189		220	220	294	
Harlan	142	142	169		187		188	188	131		141		170	170	256	
Hazard	177	177	170		215		233	233	161		173		208	208	284	
Hickman	198	198	183		219		242	242	183		190		219	219	295	
Hopkinsville	188	188	173		210		233	233	173		182		213	213	287	
Horse Cave	177	177	160		199		222	222	160		169		198	198	276	
Irvine	155	155	154		192		211	211	141		151		181	181	267	
Jackson	171	171	164		208		224	224	155		167		197	197	283	
Jeffersontown	161	161	144		184		197	197	144		154		185	185	280	
Lagrange	158	158	144		183		197	197	143		153		182	182	280	
Lawrenceburg	151	151	151		189		201	201	138		147		177	177	265	
Lebanon	158	158	151		190		215	215	144		154		184	184	267	
Lebanon Jct	160	160	143		185		197	197	143		153		182	182	259	
Lot	165	165	170		215		229	229	156		164		196	196	286	
Lynch	155	155	182		200		201	201	144		154		185	185	269	
McRoberts	188	188	179		225		239	239	170		182		216	216	300	
Madisonville	176	176	161		198		215	215	161		169		200	200	274	
Manchester	162	162	178		216		229	229	152	152	161		195	195	279	
Mayfield	182	182	167		206		223	223	167		176		207	207	279	
Middlesboro	146	146	178		191		192	192	136		145	145	174	174	265	
Midway	147	147	148		186		192	192	133		143		173	173	259	
Morganfield	171	171	156		194		208	208	156		165		196	196	270	
Mount Vernon	182	182	161		200		221	221	149		158		188	188	274	
Murray	191	191	176		213		232	232	176		186		216	216	288	
Newtown	147	147	148		186		197	197	133		143		173	173	259	
Owensboro	176	176	161		198		213	213	161		169		200	200	274	

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.														
	Evergreen		Geneseo		Gloversville		Grafton		Hagerstown		Harrisburg		Hempstead		Moultrie
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404 of Tariff as amended, inclusive).														
KENTUCKY - Cont'd															
Paris	147	147	142		184		198	198	133		143		178	178	258
Pine Knot	178	178	170		215		229	229	164		174		204	204	280
Princeton	188	188	178		210		234	234	175		188		213	213	287
Providence	179	179	164		201		224	224	164		175		204	204	278
Richmond	155	155	150		192		208	208	141		151		181	181	267
Russellville	193	193	176		218		236	236	176		189		219	219	294
Scottsville	200	200	185	185	245	245	254	254	194	194	196	196	230	230	
Shelbyville	155	155	143		183		197	197	141		151		181	181	269
Spottsville	172	172	157		195		208	208	157		166		197	197	271
Sturgis	180	180	165		202		219	219	155		174		206	206	279
Switzer	151	151	151		189		204	204	136		147		177	177	265
Thompsonville	199	199	184		221		244	244	184		193		224	224	298
Walton	145	145	131		173		181	181	140		138		170	170	270
West Point	161	161	144		184		197	197	144		154		183	185	280
Whitesburg	183	183	176		222		236	236	167		179		216	216	297
Wickliffe	182	182	167		208		221	221	167		176		204	204	278
Williamsburg	162	162	170		213		229	229	152		164		194	194	282
Williamstown	144	144	130		172		180	180	127		136		169	169	248
Worthville	153	153	139		180		189	189	136		145		177	177	255
NORTH CAROLINA															
Aberdeen	132	128K	167	167	185	181K	184	180K	128	124K	137	133K	161	157K	259
Ahoskie	97	93K	133	133	145	141K	142	138K	108	99K	107	103K	122	118K	218
Albemarle	132	128K	167	167	185	181K	187	183K	128	124K	140	136K	164	160K	239
Almond	168	164K	199	199	215	211K	226	222K	160	156K	170	166K	196	192K	294
Andrews	173	169K	203	203	219	215K	229	222F	167	163K	176	172K	203	198K	297
(CXD) Arthur	120	116K	155	155	170	166K	172	168K	122	118K	125	121K	149	145K	248
(CXD) Arthur	115	111K	149	149	164	160K	166	162K	116	112K	120	116K	144	140K	240
Asheboro	128	122K	164	164	182	178K	184	180K	122	118K	134	130K	158	154K	255
Asheville	152	148K	185	185	206	201K	208	204K	146	142K	155	151K	182	178K	281
Ashford	144	140K	177	177	198	194K	197	193K	140	136K	151	147K	176	172K	287
Barber	129	125K	167	167	185	181K	184	180K	125	121K	137	133K	161	157K	259
(CXD) Bayboro	134	130K	164	164	179	175K	178	174K	135	131K	140	136K	168	164K	268
(CXD) Bayboro	124	120K	154	154	165	161K	164	160K	125	121K	130	126K	144	140K	238
(CXD) Belhaven	120	116K	158	158	177	173K	169	165K	122	118K	128	124K	143	139K	241
(CXD) Belhaven	107	103K	146	146	155	151K	157	153K	110	106K	116	112K	131	127K	229
Black Mountain	147	143K	185	185	201	197K	208	204K	139	135K	155	151K	179	175K	280
Broadway	135	131K	170	170	187	183K	190	186K	131	127K	140	136K	167	163K	268
Burlington	123	119K	157	157	176	172K	176	172K	119	115K	131	127K	153	149K	248
Burnsville	154	150K	183	183	204	200K	202	198K	147	143K	153	149K	185	181K	285
(CXD) Cairo	122	118K	156	156	176	172K	178	174K	122	118K	128	124K	152	148K	249
(CXD) Cairo	115	111K	152	152	169	165K	171	167K	116	112K	121	117K	145	141K	242
Chapel Hill Station	123	119K	158	158	176	172K	176	172K	119	115K	128	124K	155	151K	249
Charlotte	135	131K	170	170	188	184K	191	187K	131	127K	140	136K	167	163K	268
Clarkton	139	135K	173	173	191	187K	195	191K	140	136K	145	141K	170	166K	275
Cliffside	148	144K	182	182	197	193K	198	194K	144	140K	152	148K	177	173K	268
Clinton	126	122K	164	164	179	175K	181	177K	128	124K	134	130K	158	154K	255
(CXD) Columbia	120	116K	155	155	167	163K	166	162K	122	118K	128	124K	143	139K	241
(CXD) Columbia	107	103K	148	148	155	151K	154	150K	110	106K	116	112K	131	127K	229
Cove	123	119K	158	158	170	166K	176	171K	122	118K	128	124K	149	145K	249
(CXD) Cranberry	124		153		174		174	170K	117		127		155		
(CXD) Cranberry	142		171		192		191	187K	134		144		173		282
Crestmont	178	174K	186	186	224	220K	214	210K	174	174	178	178	204	200K	
Dana	123	119K	161	161	179	175K	176	172K	126	121K	131	127K	155	151K	238
Dayton	118	114K	154	154	168	164K	166	162K	114	110K	125	121K	150	146K	240
(CXD) Eagle Springs	140	136K	170	170	189	184K	187	183K	136	132K	144	140K	166	161K	259

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Evergreen		Genesee		Glovers-ville		Grafton		Hagerstown		Harrisburg		Hempstead		Houlton	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Con.																
(CHD) Eagle Springs,	133	129K	162	162	182	178K	180	176K	128	124K	136	132K	157	153K	251	
East La Port	163	156K	196	196	211	207K	217	213K	157	153K	166	162K	191	187K	291	
(CHD) Edenton	114	110K	152	152	161	157K	160	156K	110	112K	122	118K	140	136K	234	
(CHD) Edenton	104	100K	141	141	150	146K	149	145K	106	102K	112	108K	131	127K	223	
(CHD) Elizabeth City	114	110K	147	147	156	152K	156	152K	116	112K	119	115K	134	130K	229	
(CHD) Elizabeth City	105	101K	138	138	146	142K	146	142K	107	103K	110	106K	125	121K	219	
Farmville	117	113K	154	154	169	165K	172	168K	119	115K	125	121K	146	142K	245	
(CHD) Farrington	125	119K	158	158	176	172K	178	174K	119	115K	128	. . .	155	151K	235	
(CHD) Farrington	117	113K	153	153	169	165K	171	167K	112	108K	122	. . .	149	145K	228	
Fayetteville	126	122K	164	164	182	178K	184	180K	128	124K	134	130K	158	154K	255	
Fontana	170	166K	199	199	219	215K	228	219K	182	158K	171	167K	219	215K	294	
Forest City	149	144K	182	182	201	197K	198	194K	141	137K	152	148K	176	172K	266	
Garland	133	129K	170	170	188	184K	187	183K	134	130K	140	136K	164	160K	259	
Gastonia	140	136K	176	176	191	187K	196	191K	136	132K	146	142K	170	166K	265	
Gibson	138	134K	173	173	188	184K	191	187K	140	136K	143	139K	167	163K	262	
Goldsboro	120	116K	154	154	173	169K	173	169K	110	106K	126	134K	150	146K	245	
Greensboro	118	114K	150	150	168	164K	168	164K	114	110K	122	119K	145	141K	240	
Greenville	117	113K	151	151	169	165K	166	162K	119	116K	124	120K	146	142K	241	
Hamlet	136	131K	170	170	188	184K	191	187K	134	130K	141	137K	164	160K	262	
Hayesville	191	187K	221	221	227	223K	246	229?	186	181K	194	190K	219	2130	301	
Henderson	109	105K	142	142	157	153K	157	153K	110	106K	116	112K	138	134K	229	
Hendersonville	154	150K	189	189	208	204K	208	204K	148	144K	158	154K	185	181K	285	
Henrietta	148	144K	179	179	197	193K	198	194K	144	140K	151	147K	176	172K	268	
High Point	123	119K	157	157	176	172K	176	172K	119	115K	131	127K	153	149K	248	
Huntdale	126	124K	157	157	178	174K	181	177K	121	117K	131	127K	160	156K	251	
Jacksonville	140	136K	175	175	187	183K	196	191K	140	136K	146	142K	166	162K	259	
Kannapolis	129	125K	157	157	176	172K	181	177K	125	121K	132	128K	154	150K	256	
Kelford	109	105K	142	142	154	150K	151	147K	110	106K	116	112K	131	127K	227	
Kenansville	140	136K	176	176	195	189K	195	191K	142	136K	148	144K	172	168K	256	
Kinston	123	119K	158	158	173	169K	173	169K	125	121K	128	124K	149	145K	249	
Kona	138	134K	165	165	186	182K	186	181K	129	125K	139	135K	167	163K	255	
La Grange	120	116K	158	158	176	172K	178	174K	122	118K	128	124K	152	148K	249	
Lake Toxaway	168	162K	196	196	211	207K	217	213K	157	153K	166	162K	191	187K	291	
Lasseter	120	116K	154	154	173	169K	173	169K	122	118K	128	124K	150	146K	245	
Laurinburg	136	131K	170	170	188	184K	191	187K	136	132K	140	136K	164	160K	262	
Lawndale	153	148K	186	186	205	198K	206	204K	149	145K	158	154K	182	178K	277	
Leaksville	110	106K	141	141	159	155K	159	155K	106	102K	114	110K	133	129K	232	
Lenoir	148	136K	178	178	194	190K	207	203K	138	134K	146	142K	173	169K	265	
Lewiston	111	107K	148	148	164	160K	161	147K	112	108K	116	112K	128	124K	227	
Lexington	126	122K	161	161	179	175K	181	177K	122	118K	131	127K	156	152K	255	
(CHD) Lillington	126	122K	161	161	179	175K	181	177K	126	. . .	131	127K	156	151K	252	
(CHD) Lillington	119	115K	153	153	171	167K	173	169K	119	. . .	124	120K	147	143K	244	
Lincolnton	140	136K	173	173	191	187K	196	191K	136	132K	144	140K	170	166K	265	
Louisburg	112	108K	145	145	161	157K	160	156K	113	109K	119	115K	141	137K	233	
Lumberton	133	129K	170	170	188	184K	191	187K	134	130K	140	136K	164	160K	262	
Marion	144	140K	179	179	197	193K	203	198K	140	136K	149	145K	176	172K	273	
Marshall	153	148K	189	189	208	204K	213	208K	146	142K	158	154K	185	181K	281	
Marion	128	126K	170	170	188	184K	187	183K	134	130K	140	136K	164	160K	259	
(CHD) Midland	144	140K	178	178	191	187K	191	187K	140	. . .	149	145K	169	165K	262	
(CHD) Midland	138	134K	187	187	184	180K	184	180K	134	. . .	143	139K	163	159K	256	
Milton	110	106K	148	148	169	165K	180	156K	106	102K	116	112K	138	134K	253	
(CHD) Missello	130	116K	156	156	167	163K	166	162K	122	. . .	128	124K	143	139K	241	
(CHD) Missello	107	103K	143	143	156	151K	154	150K	110	. . .	116	112K	136	131K	229	

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AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 113 of Tariff as amended including Rate Scale taking Rate Scale shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, Inclusive.															
	Evergreen		Gaboose		Glenora-ville		Grafton		Hagerstown		Harrisburg		Hempstead		Hoxie	
	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Con.																
Monroe	140	126K	176	176	194	180K	180	176K	138	138K	146	142K	170	166K	2[illegible]	
Mooresville	152	138K	170	170	188	184K	181	177K	188	184K	140	136K	184	180K	2[illegible]	
Mt. Airy	152	138K	164	164	186	181K	181	177K	188	116K	154	150K	184	180K	2[illegible]	
Murphy	178	164K	206	206	228	216K	213	206K	187	165K	176	172K	208	166K	2[illegible]	
(CHD) New Bern	130	126K	161	161	176	172K	176	171K	131	127K	156	152K	158	151K	2[illegible]	
(CHD) New Bern	121	117K	152	152	168	156K	169	156K	122	118K	137	133K	144	140K	2[illegible]	
Newport	136	134K	167	167	186	182K	184	180K	139	136K	144	140K	186	181K	2[illegible]	
Newton	136	131K	176	176	191	187K	179	176K	131	127K	148	134K	167	162K	2[illegible]	
North Wilkesboro	136	131K	170	176	191	187K	191	187K	139	135K	140	136K	167	162K	2[illegible]	
(CHD) Oakboro	148	136K	170	170	196	191K	191	187K	138	134K	148	144K	167	166K	2[illegible]	
(CHD) Oakboro	126	121K	165	165	186	184K	184	180K	131	127K	139	135K	160	166K	2[illegible]	
Oxford	107	103K	141	141	156	156K	156	168K	109	106K	114	110K	137	132K	2[illegible]	
Pembroke	138	126K	170	170	186	181K	187	166K	134	130K	140	136K	184	180K	2[illegible]	
Pinetops	120	116K	153	153	178	166K	178	166K	121	117K	137	126K	149	145K	2[illegible]	
Pittsboro	136	126K	161	161	179	176K	181	177K	126	121K	131	127K	158	164K	2[illegible]	
(CHD) Plymouth	117	113K	153	153	184	160K	168	156K	119	116K	126	121K	148	136K	2[illegible]	
(CHD) Plymouth	108	106K	141	141	156	146K	149	146K	108	104K	116	106K	130	126K	2[illegible]	
Potecasi	109	106K	148	148	154	150K	151	147K	118	106K	116	116K	131	127K	2[illegible]	
(CHD) Putnam	134	130K	164	164	182	178K	184	180K	131	127K	140	136K	161	157K	2[illegible]	
(CHD) Putnam	127	126K	157	157	176	171K	177	176K	126	121K	136	126K	156	161K	2[illegible]	
Rexford	128	126K	167	167	186	181K	187	186K	131	127K	137	133K	184	180K	2[illegible]	
Raleigh	120	116K	154	154	169	166K	169	166K	128	116K	126	121K	160	146K	2[illegible]	
Ramseur	126	126K	161	161	179	176K	179	176K	128	116K	131	127K	164	166K	2[illegible]	
Reidsville	110	106K	141	141	159	166K	169	166K	109	106K	114	110K	137	126K	2[illegible]	
Roanoke Rapids	96	96K	130	130	148	144K	148	144K	96	94K	106	96K	136	126K	2[illegible]	
Robbinsville	176		206		219		220		187		176		206		2[illegible]	
(CHD) Rockton	120	116K	158	158	176	172K	176	171K	126	116K	128	124K	152	146K	2[illegible]	
(CHD) Rockton	118	106K	150	160	169	166K	169	164K	114	110K	120	116K	144	140K	2[illegible]	
Rocky Mount	104	100K	136	136	156	156K	156	156K	106	106K	111	107K	136	136K	2[illegible]	
Roxboro	107	106K	141	141	166	166K	166	166K	107	106K	114	110K	137	136K	2[illegible]	
St. Paul	130	126K	171	171	196	191K	197	196K	141	127K	146	141K	188	184K	2[illegible]	
Salisbury	130	126K	164	164	182	176K	184	180K	126	121K	134	130K	188	184K	2[illegible]	
Sanford	126	126K	161	161	178	176K	181	177K	126	121K	131	127K	159	154K	2[illegible]	
Scotland Neck	106	101K	139	139	157	166K	164	160K	107	106K	113	106K	134	130K	2[illegible]	
Selma	130	116K	164	164	176	166K	176	166K	128	116K	128	124K	150	146K	2[illegible]	
Shelby	144	140K	179	179	194	190K	190	194K	140	136K	149	146K	176	166K	2[illegible]	
Siler City	126	126K	164	164	179	176K	181	177K	126	116K	134	130K	158	154K	2[illegible]	
Siloam	139	166K	164	164	186	181K	184	180K	126	116K	134	130K	161	176K	2[illegible]	
(CHD) Star	136	131K	167	167	186	181K	187	186K	131	127K	140	136K	161	157K	2[illegible]	
(CHD) Star	129	126K	160	160	179	176K	180	176K	126	121K	126	166K	156	151K	2[illegible]	
Statesville	128	126K	170	170	186	181K	187	186K	126	124K	140	136K	161	176K	2[illegible]	
Sylva	164	160K	186	186	211	207K	217	216K	166	161K	164	160K	186	184K	2[illegible]	
Tarboro	109	106K	148	148	161	176K	160	166K	110	106K	116	116K	136	134K	2[illegible]	
Taylorsville	136	131K	176	176	186	184K	181	176K	131	127K	143	136K	167	162K	2[illegible]	
(CHD) Vanceboro	126	116K	161	161	176	166K	176	174K	126	121K	131	127K	149	146K	2[illegible]	
(CHD) Vanceboro	116	111K	154	154	166	161K	170	166K	117	116K	126	116K	141	176K	2[illegible]	
Vandemere	126	126K	164	164	176	176K	176	174K	126	124K	126	120K	166	161K	2[illegible]	
Varina	124	120K	161	161	179	176K	176	174K	126	116K	131	127K	166	161K	2[illegible]	
Wadesboro	136	131K	176	176	191	187K	191	187K	131	127K	143	136K	167	166K	2[illegible]	
Wallace	126	126K	164	164	186	176K	181	177K	126	124K	124	120K	156	154K	2[illegible]	
Walnut Cove	126	126K	167	167	179	176K	179	176K	116	116K	126	124K	126	126K	2[illegible]	
Warrenton	104	100K	136	136	166	146K	166	146K	106	106K	111	107K	136	126K	2[illegible]	
Washington	120	116K	164	164	170	166K	166	166K	126	116K	126	124K	146	146K	2[illegible]	
Weldon	96	96K	130	130	146	144K	146	144K	96	94K	106	96K	136	136K	2[illegible]	
Whiteville	141	137K	176	176	194	190K	196	191K	141	137K	147	142K	170	166K	2[illegible]	
Wilmington	133	126K	170	170	180	184K	187	186K	134	130K	140	136K	164	160K	2[illegible]	

AR - All Rail.
R&R - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 373 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Evergreen		Gamaco		Glenora-ville		Grafton		Rogerstone		Harrisburg		Hempstead		Moulton	
	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Cont.																
Wilson	113	109K	148	146	165	161K	165	161K	114	110K	130	116K	142	136K	237	
Windsor	126	122K	156	156	170	166K	166	162K	126	124K	131	127K	145	141K	236	
Winston-Salem	125	119K	161	161	179	175K	179	175K	119	115K	131	127K	156	152K	251	
TENNESSEE																
Cumberland Gap	146	146	178	. . .	191	191	198	198	135	. . .	145	145	174	174	255	
Elizabethton	135	135	157	. . .	158	178	176	176	118	. . .	128	128	156	156	243	
Erwin	136	136	162	. . .	178	178	179	179	121	. . .	131	131	160	160	246	
Bristol	126	126	156	. . .	178	178	179	179	121	. . .	131	131	160	160	246	
Johnson City	135	135	157	. . .	178	178	178	178	118	. . .	128	128	156	156	243	
Kingsport	126	126	156	. . .	178	178	179	179	121	. . .	131	131	160	160	246	
(2) Rose Mountain	134	. . .	165	. . .	174	. . .	174	174	117	. . .	127	. . .	155	. . .	. . .	
(2) Rose Mountain	142	. . .	171	. . .	182	. . .	191	191	134	. . .	144	. . .	173	. . .	. . .	
VIRGINIA																
Appalachia	142	142	169	. . .	187	187	196	196	131	. . .	141	141	170	170	256	
Apple	102	102	130	130	158	153	158	158	98	92	105	105	132	132	235	
Carrsville	99	95K	130	130	148	142P	156	156	100	94K	105	99K	119	119K	215	
Chatham	105	105	134	134	153	153	165	165	99	99	108	108	130	130	225	
Clarksville	100	100	155	138	148	148P	148	148K	101	101	107	107K	129	129	221	
Danville	108	108	138	138	158	152	158	158	98	98	107	107K	129	129	234	
Delvale	154	154	176	. . .	201	201	206	201K	148	. . .	156	156	185	185	. . .	
Doniston	108	108K	136	136	158	158K	149	146K	98	98	110	110K	132	128K	234	
Drakeside	101	101	134	134	150	150	149	149	108	108	108	108	130	130	222	
Enfield	149	149	177	. . .	197	197	201	201K	140	. . .	149	149	176	176	. . .	
Emporia	99	99	132	132	141	141	141	141	90	90	97	97K	118	118	215	
Ewing	146	146	174	. . .	191	191	198	198	135	. . .	145	145	174	174	255	
Fort Blackmore	130	130	156	. . .	178	178	179	179	121	. . .	126	126	156	156	246	
Franklin	99	95K	130	130	148	148P	138	138	100	94K	105	99K	119	119K	215	
Gate City	144	144	178	. . .	194	194	198	198	138	. . .	148	148	178	178	. . .	
Groton	99	99	130	130	148	148	153	153	95	95	108	108	126	126	221	
Hayard Springs	128	128	158	. . .	178	178	181	181	122	. . .	128	128	171	171	256	
(2) Inlet	107	107	138	138	147	147	146	146	106	106	111	111	136	136	219	
(2) Inlet	99	99	130	130	140	140	139	139	100	100	105	105	120	120	212	
Hayesville	98	98	135	135	141	141	141	141	94	94	99	99	121	121	215	
La Crosse	96	96	130	130	145	145	145	145	99	99	105	105	126	126	217	
Lawrence	99	99	130	130	148	148	148	148	95	95	105	105	126	126	221	
Leaksville Jct	110	106K	141	141	159	155K	160	156K	106	102K	114	110K	133	129K	238	
Lessig	99	99	138	138	148	148P	146	146	95	95	107	107	129	129	221	
Mahaney	96	96	130	130	145	145	148	148	99	99	105	105	126	126	217	
Martinsville	113	113	141	141	158	158	158	158K	108	108	114	114	143	143	234	
Mayton	148	148	178	. . .	197	197	201	201K	140	. . .	148	148	176	176	. . .	
Meadota	141	141	171	. . .	191	191	191	191	131	. . .	141	141	168	168	. . .	
Meyton	138	138	176	. . .	201	201	201	197K	144	. . .	154	154	180	180	. . .	
(2) Pleasant Ridge	107	107	138	138	147	147	148	148	108	108	111	111	138	138	219	
(2) Pleasant Ridge	99	99	130	130	140	140	139	139	100	100	105	105	130	130	212	
Rocky Mount	108	108	134	134	156	156	156	156	57	97	108	108	137	137	227	
(2) St. Brides	107	107	138	138	147	147	148	148	108	108	111	111	138	138	219	
(2) St. Brides	99	99	130	130	140	140	139	139	100	100	105	105	130	130	212	
St. Charles	138	138	178	. . .	204	204	206	206	148	. . .	158	158	186	186	. . .	
South Boston	108	108K	138	138	158	158K	158	158K	98	98	111	110K	133	133K	226	
Spears Ferry	130	130	158	. . .	178	178	178	178	119	. . .	128	128	158	152	246	
Spears Creek	99	99	138	138	141	141	141	141	90	90	96	96	118	116	215	
Valley	99	95K	130	130	148	148P	138	138	100	94K	105	99K	119	116K	215	

AR - All Rail.
RAR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Johnsonburg		Lake Placid		Ligonier		Lyndonville		Nada-mooka	Nars Hill	Milli-cocket	Montauk		New Egypt	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	AR	AR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).														
KENTUCKY															
Anchor	164		247	247	151		173		302	290	253	203	203	185	185
Bardstown	144		218	218	132		151		284	272	235	200	200	182	182
Bell Farm	164		247	247	151		162		314	302	265	221	221	203	203
Benton	162		238	238	154		162		300	288	251	221	221	205	205
Bowling Green	167		245	245	154		173		308	296	259	223	223	205	205
Brannon	140		206	206	128		146		285	271	234	199		181	
Burnside	156		241	241	144		144		300	286	251	207	207	189	189
Cadis	165		262	262	163		188		323	311	274	242	242	224	224
Campbellsville	156		239	239	144		163		297	285	248	207	207	189	189
Caneyville	156		239	239	144		163		297	285	248	212	212	194	194
Carrollton	131		205	205	119		138		275	263	226	190	190	172	172
Cayce	174		243	243	165		179		311	299	262	230	230	212	212
Central City	165		244	244	154		168		303	291	254	222	222	204	204
Cloverport	152		236	236	140		158		303	291	254	208	208	190	190
Corbin	161		244	244	148		162		306	294	257	203	203	186	186
Corydon	154		223	223	146		157		292	280	243	211	211	193	193
Danville	140		225	225	128		150		283	271	234	190	190	172	172
Elizabethtown	144		218	218	132		151		284	272	235	200	200	182	182
Elkton	194		274	274	181		208		336	324	287	255	255	237	237
Falmouth	123		197	197	111		130		267	255	216	183	183	165	165
Flemingsburg	140		214	214	128		146		283	271	234	199	199	181	181
Flemingsburg Jct	135		209	209	124		142		279	267	230	195	195	177	177
Ford	156		221	221	125		146		280	268	231	187	187	169	169
Fordsville	156		240	240	144		163		297	285	248	212	212	194	194
Frankfort	141		221	221	129		151		284	272	235	191	191	173	173
Fulton	189		245	245	162		175		308	294	257	225	225	207	207
Georgetown	136		214	214	125		146		280	268	231	187	187	169	169
Gilbertsville	158		240	240	154		167		300	288	251	221	221	203	203
Glasgow	164		242	242	151		171		304	292	255	220	220	202	202
Guthrie	173		253	253	160		180		315	303	266	234	234	216	216
Harlan	161		254	254	136		169		277	265	228	184	184	166	166
Hazard	184		247	247	151		170		315	305	266	222	222	204	204
Hickman	177		259	259	170		185		314	302	265	233	233	215	215
Hopkinsville	169		249	249	161		173		308	296	259	227	227	209	209
Horse Cave	156		238	238	144		163		297	285	248	212	212	194	194
Irvine	144		228	228	132		154		286	274	239	195	195	177	177
Jackson	168		241	241	145		164		304	292	255	211	211	193	193
Jeffersontown	141		212	212	129		147		281	269	232	197	197	179	179
Lagrange	140		212	212	128		146		281	269	232	196	196	178	178
Lawrenceburg	141		218	218	129		151		284	272	235	191	191	173	173
Lebanon	147		231	231	136		154		288	276	239	198	198	180	180
Lebanon Jct	140		212	212	128		146		280	268	231	196	196	178	178
Lot	184		247	247	151		173		306	294	257	218	218	184	184
Lynch	173		257	257	160		188		320	278	241	197	197	179	179
McRoberts	173		254	254	160		179		321	309	272	230	230	212	212
Madisonville	157		231	231	149		161		295	283	246	214	214	196	196
Manchester	167		250	250	154		173		300	288	251	207	207	189	189
Mayfield	162		240	240	154		167		300	288	251	211	211	193	193
Middlesboro	165		244	244	158		178		276	264	227	189	189	170	170
Midway	138		209	209	126		146		279	267	230	197	197	179	179
Morganfield	153		223	223	142		156		291	279	242	210	210	192	192
Mount Vernon	152		238	238	140		162		286	283	246	208	208	194	194
Murray	171		249	249	158		176		309	297	260	220	220	212	212
Newtown	136		214	214	125		146		279	267	230	197	197	179	179
Owensboro	157		229	229	149		161		295	283	246	214	214	196	196

AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Johnsonburg		Lake Placid		Ligonier		Lyndonville		Nedonnocks	Nora Mill	Millinocket	Newtown		New Egypt	
	AR	RAR	AR	RAR	AR	RAR	AR	RAR	AR	AR	AR	AR	RAR	AR	RAR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404 of Tariff as amended, inclusive).														
KENTUCKY - Cont															
Paris	135		209	209	134		142		276	287	250	167	167	169	169
Pine Knot	164		244	234	148		170		311	299	282	218	218	200	200
Princeton	169		250	250	161		178		308	296	259	227	227	209	209
Providence	161		238	228	152		164		298	287	250	218	218	200	200
Richmond	144		225	225	132		154		288	276	250	195	195	177	177
Russellville	170		253	253	157		179		315	305	298	223	223	215	215
Scottsville	180		280	280	170		185					244	243	226	225
Shelbyville	140		212	212	128		146		260	266	231	195	195	177	177
Spottsville	154		225	225	146		167		290	280	245	211	211	193	193
Sturgis	152		224	224	138		166		300	288	251	219	219	201	201
Switzer	141		221	221	129		151		284	272	235	191	191	173	173
Thompsonville	181		260	260	172		184		319	307	270	233	233	220	220
Walton	134		196	196	113		151		291	279	242	184	184	166	166
West Point	141		212	212	129		147		281	269	232	197	197	179	179
Whitesburg	170		254	254	158		178		318	306	269	230	230	212	212
Wickliffe	162		238	238	154		167		299	287	250	218	218	200	200
Williamsburg	164		247	247	151		170		308	301	254	208	208	190	190
Williamstown	125		197	197	111		130		297	285	218	185	185	166	185
Worthville	132		208	208	120		139		276	264	227	191	191	173	173
NORTH CAROLINA															
Aberdeen	167	167	209	205K	166	166	185	185	280	268	231	176	171K	157	153K
Ahoskie	136	136	162	158K	128	128	150	150	229	227	190	136	129K	118	114K
Albemarle	164	164	209	205K	163	163	186	186	280	268	231	178	174K	160	156K
Almond	196	196	241	237K	197	197	215	215	316	305	268	210	206K	198	194K
Andrews	199	199	264	260K	201	201	217	217	318	308	280	217	211G	199	198G
(GD) Arthur	158	158	193	189K	160	160	175	175	286	254	217	183	159K	145	141K
(GD) Arthur	152	152	186	182K	156	156	168	168	261	249	212	156	154K	140	136K
Asheboro	161	161	202	198K	160	160	182	182	276	264	227	172	168K	154	150K
Asheville	182	182	255	229K	181	181	205	205	308	290	258	196	192K	178	174K
Ashford	174	174	215	211K	176	176	189	189	288	276	239	190	186K	172	168K
Barber	164	164	208	208K	163	163	185	185	280	268	231	176	171K	157	153K
(GD) Bayboro	167	167	208	208K	169	169	182	182	278	261	224	178	168K	164	160K
(GD) Bayboro	157	157	198	186K	158	158	172	172	269	247	210	158	154K	140	136K
(GD) Belhaven	161	161	191	187K	165	158	176	176	288	260	213	157	153K	139	135K
(GD) Belhaven	149	149	178	174K	150	150	164	164	280	268	231	145	141K	127	123K
Black Mountain	182	182	229	224K	181	181	199	199	301	289	252	198	189K	175	171K
Broadway	170	170	209	205K	166	166	186	186	289	277	240	181	177K	168	164K
Burlington	154	154	193	189K	155	155	174	174	289	267	230	167	163K	149	145K
Burnsville	180	180	224	220K	186	186	195	195	296	274	237	199	195K	181	177K
(GD) Cairo	161	161	200	196K	160	160	178	178	270	258	221	166	162K	148	144K
(GD) Cairo	156	156	195	189K	155	155	169	169	258	251	214	159	155K	141	137K
Chapel Hill Station	157	157	198	189K	155	155	174	174	289	267	230	169	165K	151	147K
Charlotte	170	170	216	215K	166	166	189	189	288	272	234	181	177K	168	164K
Clarkton	178	178	220	216K	176	176	195	195	288	276	257	194	190K	180	176K
Cliffside	170	170	227	222K	178	178	199	199	289	277	240	191	187K	178	174K
Clinton	167	167	208	196K	166	166	188	188	278	284	227	172	168K	154	150K
(GD) Columbia	161	161	191	187K	163	163	178	178	282	250	213	157	153K	139	135K
(GD) Columbia	149	149	178	174K	150	150	164	164	270	258	221	145	141K	127	123K
Cove	158	158	203	199K	157	157	176	176				163	159K	145	141K
(GD) Cranberry	145		199	195K	157		160					169		151	
(GD) Cranberry	188		217	213K	185		179		285	271	234	187		169	
Crestmont	200	200	239	234K	190	190	209	209				219	214K	200	196K
Dana	184	184	189	185K	168	168	179	179	278	261	224	169	165K	151	147K
Durham	180	180	186	181K	148	148	166	166	261	249	212	166	161K	146	141K
(GD) Eagle Springs	167	167	217	213K	186	186	189	189	280	268	231	179	175K	161	157K

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AR - All Rail.
RAR - Rail-Water and Rail.

SUPPLEMENT NO. 38 - FREIGHT TARIFF NO. 44-I

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 113 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.														
	Johnsonburg		Lake Placid		Ligonier		Lyndonville		Nodaway	Norwich	Williamsport	Hancock		New Kent	
	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	AR	AR	AR	RMR	AR	RMR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 348 to 404 of Tariff as amended, inclusive).														
NORTH CAROLINA - Cont.															
(CSXO) Eagle Springs	150	150	210	206K	158	158	185	185	278	280	288	171	167K	158	148
(CSXO) Fort La Fort	198	198	248	238K	190	190	210	210	318	300	295	205	201K	187	188
(CSXO) Hamlet	155	155	177	170K	157	157	169	169	255	245	208	154	150K	136	136
(CSXO) Hamlet	144	144	176	170K	147	147	158	158	244	238	195	145	141K	127	128
(CSXO) Elizabeth City	151	151	178	166K	158	158	184	184	250	258	201	148	144K	130	130
(CSXO) Elizabeth City	141	141	168	158K	148	142	154	154	240	238	191	139	135K	121	118
Farmville	157	157	188	168K	158	158	171	171	258	254	217	160	156K	148	138
(CSXO) Farrington	158	158	200	196K	157	157	178	178	258	244	207	159	155K	151	147
(CSXO) Farrington	151	151	198	198K	150	150	169	169	248	237	200	148	189K	148	143
Fayetteville	167	167	208	208K	168	168	182	181	278	264	227	172	168K	154	154
Fountain	196	196	250	246K	197	197	217	217	315	308	286	225	220K	215	211
Forest City	179	179	220	220K	178	178	199	199	288	277	240	190	186K	178	168
Garland	178	178	218	208K	178	178	189	189	280	280	231	178	174K	160	158
Gastonia	178	178	220	216K	178	178	198	198	288	274	237	184	180K	166	166
Gibson	178	178	217	212K	178	178	189	189	288	271	234	181	177K	163	158
Goldsboro	187	187	188	186K	189	189	171	171	288	254	217	164	160K	148	148
Greensboro	148	148	185	181K	188	188	189	189	261	249	212	159	155K	141	171
Greenville	154	154	188	188K	155	155	197	197	268	250	215	160	156K	148	138
Hamlet	170	170	216	212K	169	169	189	189	288	271	234	178	174K	160	158
Hayesville	217	217	271	267K	220	220	235	235	282	310	278	235	2270	215	230
Henderson	148	148	176	170K	147	147	165	165	250	259	201	158	148K	134	131
Hendersonville	185	185	228	228K	184	184	207	207	306	284	257	199	195K	181	171
Henrietta	179	179	218	218K	178	178	199	199	289	277	240	190	186K	172	168
High Point	154	154	191	188K	155	155	174	174	259	257	220	167	163K	149	149
Hundale	154	154	208	198K	155	155	189	189	272	260	225	174	170K	156	156
Jacksonville	178	178	221	217K	180	180	188	188	280	288	251	180	176K	162	158
Kannapolis	161	161	200	200K	163	163	178	178	277	265	228	168	164K	150	148
Kelford	146	146	171	167K	147	147	188	188	248	228	199	145	141K	127	128
Kenansville	181	181	219	215K	180	180	195	195	276	284	227	186	182K	169	168
Kinston	161	161	198	188K	164	164	178	178	270	258	221	165	159K	145	141
Knap	162	162	202	198K	165	165	177	177	276	284	227	181	177K	163	158
La Grange	161	161	200	196K	165	165	178	178	270	256	221	166	162K	148	148
Lake Tomahay	198	198	248	238K	190	190	210	210	318	300	265	205	201K	187	188
Lassiter	157	157	189	188K	159	159	178	178	266	254	217	164	160K	146	146
Laurinburg	178	178	217	212K	178	178	189	189	288	271	234	178	174K	160	158
Lewdale	185	185	228	228K	184	184	205	205	296	288	249	196	192K	178	178
Lenoirville	198	198	178	178K	189	189	187	187	268	241	204	151	147K	188	188
Lenoir	178	178	220	216K	178	178	196	196	288	274	237	187	188K	168	168
Lewisham	146	146	171	167K	147	147	158	158	248	238	199	145	141K	127	128
Lexington	161	161	199	194K	157	157	179	179	278	264	227	172	168K	154	158
(CSXO) Lillington	194	194	205	201K	190	190	179	179	278	261	224	169	165K	151	148
(CSXO) Lillington	188	188	198	198K	188	188	171	171	268	258	216	161	157K	148	138
Lincolnton	178	178	220	216K	178	178	188	188	278	278	237	186	180K	166	166
Louisburg	146	146	177	170K	150	150	169	168	254	248	205	155	151K	137	138
Lumberton	178	178	218	212K	178	178	189	189	288	271	234	178	174K	160	158
Marion	178	178	221	217K	178	178	198	198	284	286	248	190	186K	178	168
Marshall	185	185	228	228K	184	184	208	208	296	288	258	198	198K	181	171
(CSXO) Matthews	178	178	218	218K	178	178	189	189	288	288	231	178	174K	160	158
(CSXO) Midland	170	170	217	212K	178	178	188	188	288	271	234	188	178K	164	158
(CSXO) Midland	168	168	211	207K	168	168	189	189	278	264	227	177	178K	159	158
Milton	189	189	178	178K	188	188	187	187	284	268	228	188	148K	134	134
(CSXO) Mineville	161	161	168	168K	168	168	178	178	268	258	215	167	163K	148	148
(CSXO) Mineville	168	168	178	178K	168	168	184	184	280	268	231	168	168K	151	151

AR - All Rail.
RMR - Rail-Water and Rail.

...e to page 339 of Tariff:

SECTION 2A - Continued.

...and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.

	Johnsonburg		Lake Placid		Ligonier		Lyndonville		Nada-mooka	Nars Hill	Nilli-pachot	Montauk		New Egypt	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	AR	AR	AR	RWR	AR	RWR
APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Cont.															
...ro	178	178	220	216K	172	172	198	198	320	274	257	184	180K	168	162K
...rsville	187	187	219	216K	186	186	188	188	280	268	251	178	174K	160	156K
...Airy	181	181	209	206K	180	180	182	182	280	268	251	178	174K	160	156K
...ky	308	308	284	284K	301	301	281	281	318	306	289	217	211G	199	193G
...) New Bern	184	184	208	198K	186	186	170	179	270	258	221	189	185K	151	147K
...) New Bern	156	156	190	186K	157	157	170	170	256	244	207	158	154K	140	136K
...port	170	170	213	209K	178	178	185	185	276	264	227	179	175K	161	157K
...ton	170	170	216	212K	189	189	189	189	288	271	234	181	177K	163	159K
...th Wilkesboro	167	167	216	212K	186	186	189	189	288	271	234	181	177K	163	159K
...) Oakboro	170	170	217	213K	188	188	189	189	276	263	226	181	177K	163	159K
...) Oakboro	163	163	210	206K	182	182	182	182	268	256	219	174	170K	156	152K
...ford	141	141	178	169K	142	142	154	154	249	237	200	151	147K	133	129K
...eroke	173	173	212	208K	172	172	185	185	280	268	231	178	174K	160	156K
...ntops	156	156	189	185K	159	159	170	170	256	254	217	168	159K	145	141K
...tsboro	161	161	189	185K	180	180	179	179	275	261	224	172	168K	154	150K
...) Plymouth	156	156	182	178K	158	158	169	169	259	247	210	156	152K	138	134K
...) Plymouth	144	144	189	185K	147	147	159	157	247	235	198	144	140K	126	122K
...tsaf	145	145	171	167K	147	147	158	158	248	236	199	145	141K	127	123K
...) Putnam	184	184	209	205K	185	185	188	188	276	264	227	176	171K	157	153K
...) Putnam	158	158	202	198K	156	156	176	176	269	257	220	169	165K	151	147K
...ford	170	170	212	208K	189	189	185	185	280	268	231	178	174K	160	156K
...leigh	154	154	186	182K	155	155	167	167	252	240	213	164	160K	148	144K
...nsor	158	158	196	192K	157	157	176	176	272	260	223	170	166K	152	148K
...ldsville	138	138	176	172K	144	144	157	157	253	241	204	151	147K	133	129K
...anoke Rapids	128	128	166	161K	126	136	146	146	242	230	193	140	136K	122	118K
...bbinsville	199		204		201		201		295	311	274	217		199	
...) Rockton	161	161	200	196K	160	160	176	176	289	287	220	186	182K	148	144K
...) Rockton	155	155	198	188K	153	153	169	169	280	268	211	158	154K	140	136K
...ky Mount	141	141	178	168K	142	142	154	154	269	257	200	146	142K	129	125K
...boro	141	141	178	189K	140	140	154	154	269	257	200	151	147K	133	127K
...Paul	180	180	220	216K	178	178	198	198	290	288	251	188	178K	164	160K
...lisbury	161	161	202	198K	180	180	182	182	278	284	227	175	171K	157	153K
...ford	164	164	199	195K	180	180	179	179	278	261	224	172	168K	154	150K
...tland Mack	148	148	174	170K	148	148	155	155	250	238	201	148	144K	130	126K
...lma	187	187	189	185K	189	189	171	171	296	284	217	164	160K	146	142K
...alby	178	178	228	216K	178	178	198	198	299	277	240	187	183K	169	165K
...lar City	161	161	199	195K	180	180	179	179	278	284	227	172	168K	158	149K
...lem	161	161	208	204K	180	180	179	179	280	268	231	176	171K	157	153K
...) Star	184	184	213	209K	188	188	185	185	280	268	231	176	171K	157	153K
...) Star	158	158	207	203K	188	188	178	178	274	262	225	169	165K	151	147K
...tesville	187	187	218	208K	188	188	185	185	280	268	231	176	171K	157	153K
...ton	188	188	228	224K	190	190	210	210	309	297	260	202	198K	184	180K
...boro	148	148	177	176K	184	184	159	159	284	272	235	182	148K	134	130K
...dersville	170	170	216	212K	189	189	189	189	288	271	234	181	177K	163	159K
...) Tennesboro	184	184	208	204K	188	188	178	178	278	261	224	168	164K	145	141K
...) Tennesboro	156	156	190	186K	158	158	169	169	268	256	216	155	151K	137	133K
...mmerce	167	167	208	204K	188	188	179	179	278	261	224	169	165K	151	147K
...rton	161	161	198	194K	189	189	179	179	278	280	223	169	165K	151	147K
...sboro	170	170	218	214K	189	189	189	189	288	271	234	181	177K	163	159K
...lsaw	167	167	208	204K	189	189	189	189	278	264	227	172	168K	154	150K
...int Cove	184	184	198	194K	184	184	171	171	272	280	223	170	166K	152	148K
...renton	188	188	188	184K	188	188	151	151	248	234	197	147	143K	129	125K
...shington	157	157	197	193K	159	159	171	171	268	254	217	163	159K	145	141K
...dom	138	138	188	184K	138	138	148	148	248	280	198	140	136K	122	118K
...tsville	178	178	220	216K	178	178	198	198	299	274	257	184	180K	166	162K
...shington	178	178	218	214K	178	178	189	189	280	268	251	178	174K	160	156K

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.														
	Johnsonburg		Lake Placid		Ligonier		Lyndonville		Madawaska	Mars Hill	Millinocket	Montauk		New Bo	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	AR	AR	AR	RWR	AR	R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).														
NORTH CAROLINA - Conc.															
Wilson	150	150	182	178X	157	157	165	165	256	246	209	156	152X	13	
Windsor	161	161	199	165X	168	168	174	174	259	247	210	159	155X	14	
Winston-Salem	157	157	196	196X	157	157	177	177	272	260	223	170	166X	15	
TENNESSEE															
Cumberland Gap	165	. . .	201	240X	153	. . .	178	. . .	276	264	227	166	166	17	
Elizabethton	146	. . .	201	201	138	. . .	161	. . .	264	252	215	170	170	16	
Erwin	149	. . .	205	205	140	. . .	161	. . .	267	255	218	174	174	16	
Holston	146	. . .	205	205	140	. . .	161	. . .	267	255	218	174	174	15	
Johnson City	146	. . .	201	201	138	. . .	161	. . .	264	252	215	170	170	16	
Kingsport	146	. . .	205	205	140	. . .	161	. . .	267	255	218	174	174	15	
(CHD) Roan Mountain	145	. . .	199	199X	137	. . .	160	. . .	. . .	. . .	. . .	169	. . .	15	
(CHD) Roan Mountain	162	. . .	217	213X	156	. . .	178	. . .	. . .	. . .	. . .	187	. . .	16	
VIRGINIA															
Appalachia	161	. . .	242	240N	148	. . .	189	. . .	277	265	228	184	184	18	
Apple	127	127	168	168	128	128	143	143	244	232	196	146	146	12	
Carrsville	133	133	168	168N	135	135	135	135	238	224	187	133	133N	11	
Chatham	131	131	169	169	132	132	151	151	246	234	197	144	144	12	
Clarksville	133	133	165	165	136	136	146	146	242	230	193	143	143	13	
Danville	130	130	168	168	131	131	150	150	245	233	196	143	143	12	
Delvale	167	. . .	231	227X	157	. . .	182	. . .	. . .	. . .	. . .	197	197X	17	
Danniston	133	133	168	168N	131	131	150	150	245	233	196	146	146X	12	
Dinwiddie	134	134	166	166	139	139	147	147	243	231	194	144	144	12	
Duffield	168	. . .	231	231N	158	. . .	182	. . .	. . .	. . .	. . .	190	190	17	
Emporia	125	125	157	157	127	127	139	139	234	222	185	132	132	11	
Ewing	165	. . .	244	240X	158	. . .	174	. . .	276	264	227	188	188	17	
Fort Blackmore	147	. . .	205	205	140	. . .	161	. . .	267	255	218	168	166	14	
Franklin	130	130	168	168N	135	135	146	146	256	224	187	153	153N	11	
Gate City	167	. . .	227	227	157	. . .	178	. . .	. . .	. . .	. . .	187	187	16	
Gretna	127	127	165	165	128	128	146	146	242	230	193	140	140	12	
Hubbard Springs	146	. . .	221	217X	135	. . .	159	. . .	277	266	228	169	169	13	
(CHD) Inlet	141	141	168	168	105	105	155	155	240	228	191	143	143	13	
(CHD) Inlet	153	153	166	156	97	97	148	148	238	221	184	135	135	11	
Keysville	126	126	157	157	130	130	139	139	234	222	185	135	135	11	
La Crosse	130	130	162	162	135	135	143	143	238	226	189	140	140	12	
Lawyers	127	127	165	165	128	128	146	146	242	230	193	140	140	12	
Leaksville Jct.	139	139	178	168X	140	140	158	158	254	242	205	151	147X	13	
Lennig	130	130	165	165	128	128	146	146	242	230	193	143	143	12	
McKenney	130	130	162	162	135	135	143	143	238	226	189	140	140	12	
Martinsville	138	138	179	179	139	139	154	154	255	243	206	157	157	14	
Maytown	162	. . .	227	227N	158	. . .	178	. . .	. . .	. . .	. . .	190	190	17	
Mendota	164	. . .	217	217	160	. . .	179	. . .	. . .	. . .	. . .	188	188	16	
Pardee	167	. . .	231	227X	157	. . .	178	. . .	. . .	. . .	. . .	194	194	17	
(CHD) Pleasant Ridge	141	141	168	168	105	105	154	154	240	228	191	143	143	13	
(CHD) Pleasant Ridge	135	135	156	155	97	97	148	148	238	221	184	135	135	11	
Rocky Mount	131	131	178	178	132	132	147	147	240	228	190	151	151	12	
(CHD) St. Brides	141	141	168	168	105	105	154	154	240	228	191	143	143	13	
(CHD) St. Brides	135	135	156	155	97	97	148	148	238	221	184	135	135	11	
St. Charles	170	. . .	231	231	160	. . .	179	. . .	. . .	. . .	. . .	200	200	17	
South Boston	134	134	166	166N	138	138	151	151	249	234	197	147	147	13	
Speers Ferry	146	. . .	205	205	140	. . .	161	. . .	267	255	218	168	168	14	
Stony Creek	135	135	157	157	137	137	148	148	254	242	205	153	153	13	
Stuarts	133	133	158	158N	136	136	148	148	238	234	197	153	153N	13	

AR - All Rail.
RWR - Rail-Water and Rail.

SUPPLEMENT NO. 39 - FREIGHT TARIFF NO. 44-I

to page 339 of Tariff:

SECTION 2A - Continued.

and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.																
	New York		Riverton		Oak-Plain	Ogdensburg		Oil City		Patchogue		Petersburg		Philadelphia		P-Port	
	AR	RWR	AR	RWR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	RWR	
	APPLY RATE BASIS NUMBERS (Per Rates, see pages 340 to 404 of Tariff as amended, inclusive).																
KENTUCKY																	
hor	180	180	166		273	199	199	152		191	191	164		167	167	167	
dstown	177	177	146		255	172		134		189	189	150		169	169	169	
l Farm	198	198	166		286	199	199	152		210	210	167		190	190	190	
ton	198	198	167		271	189		153		210	210	174		187	187	187	
ling Green	200	200	166		279	195		152		212	212	170		193	193	193	
nnon	176	176	141		254	173		130		188		145		166	166	166	
nside	184	184	158		271	189		146		196	196	155		176	176	176	
is	219	219	187		296	210		178		231	231	190		208	208	208	
ptellesville	184	184	158		268	184		146		196	196	160		176	176	176	
eyville	180	180	158		268	184		146		201	201	162		176	176	176	
rollton	167	167	133		246	164		121		179	179	136		157	157	157	
ce	207	207	179		282	201		165		219	219	183		198	198	198	
tral City	199	199	167		274	190		152		211	211	170		188	188	188	
verport	186	186	154		274	179		142		197	197	157		177	177	177	
rbin	180	180	163		277	196		149		191	191	163		167	167	167	
yden	188	188	156		283	179		141		200	200	164		177	177	177	
ville	187	187	141		254	173		130		179	179	139		160	160	160	
nabethtown	177	177	146		255	172		134		189	189	150		169	169	169	
ton	232	232	196		307	224		168		244	244	197		221	221	221	
mouth	160	160	125		238	156		113		172	172	129		150	150	150	
mingsburg	176	176	141		254	173		130		188	188	145		166	166	166	
mingsburg Jct	172	172	137		250	168		125		184	184	141		162	162	162	
d	184	184	158		261	189		127		178	178	135		156	156	156	
dsville	189	189	156		268	184		146		201	201	162		182	182	182	
nkfort	168	168	143		255	174		131		180	180	140		161	161	161	
ton	202	202	174		277	197		161		214	214	178		194	194	194	
rgetown	184	184	158		261	189		127		178	178	135		156	156	156	
bertsville	198	198	167		271	189		153		210	210	174		187	187	187	
gow	197	197	166		276	191		154		209	209	167		189	189	189	
rie	211	211	175		298	202		161		223	223	176		200	200	200	
lan	161	161	152		248	189		151		173	173	150		147	147	147	
ard	199	199	166		286	199		152		211	211	164		189	189	189	
man	210	210	182		285	205		168		222	222	186		201	201	201	
kinsville	204	204	171		279	195		156		216	216	175		193	193	193	
e Cave	189	189	158		268	184		146		201	201	162		182	182	182	
lan	172	172	146		259	177		134		184	184	143		164	164	164	
ton	188	188	160		276	194		151		200	200	155		180	180	180	
fferentown	174	174	143		252	168		131		186	186	148		166	166	166	
range	173	173	141		252	168		130		185	185	145		165	165	165	
ancesburg	168	168	143		255	174		131		180	180	140		161	161	161	
man	176	176	149		269	176		138		187	187	146		167	167	167	
man Jct	178	178	141		251	167		130		186	186	145		165	165	165	
n	189	189	168		277	199	199	152		201	201	164		173	173	173	
n	174	174	168		261	202		161		186	186	163		161	161	161	
berts	207	207	176		298	210		161		219	219	171		196	196	196	
lesville	191	191	159		268	183		144		205	205	163		180	180	180	
nester	184	184	168		271	205	205	156		198	198	164		170	170	170	
rfield	198	198	167		271	189		153		210	210	174		182	182	182	
lesboro	185	185	157		267	183	184	155		177	177	154		152	152	152	
ng	184	184	158		260	168		127		178	178	135		168	156	156	
nfield	187	187	155		268	178		140		199	199	158		176	176	176	
Vernon	179	179	154		268	188		142		191	191	151		172	172	172	
ng	207	207	178		280	198		168		219	219	183		196	196	196	
man	184	184	158		250	168		127		178	178	135		156	156	156	
nsboro	191	191	159		268	183		144		205	205	163		180	180	180	

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.																	
	New York		Riverton		Oakfield	Ogdensburg		Oil City		Patchogue		Petersburg		Philadelphia				
	AR	RWR	AR	RWR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR			
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended; inclusive).																	
KENTUCKY - Conc.																		
Paris	164	164	137		250	168		125		196	196	135		156	156			
Pine Knot	196	196	163		282	199		149		207	207	164		187	187			
Princeton	204	204	171		279	196		156		216	216	176		193	193			
Providence	196	196	162		270	186		147		207	207	166		184	184			
Richmond	172	172	146		259	177		134		184	184	143		164	164			
Russellville	210	210	172		286	202		158		222	222	173		199	199			
Scottsville	221	221	180			213		171		233	233	183		209	209			
Shelbyville	172	172	141		251	167		130		184	184	143		164	164			
Spottsville	188	188	1bi		263	179		141		200	200	159		177	177			
Sturgis	196	196	163		271	187		149		208	208	167		186	186			
Switzer	168	168	143		255	174		131		180	180	140		161	161			
Thompsonville	215	215	182		290	206		167		227	227	186		204	204			
Walton	161	161	126		262	157		114		173	173	130		151	151			
West Point	174	174	143		262	168		131		186	186	146		166	166			
Whitesburg	207	207	172		289	207		159		219	219	173		193	193			
Wickliffe	196	196	167		270	189		153		207	207	170		186	186			
Williamsburg	185	185	163		274	199		152		197	197	164		173	173			
Williamstown	160	160	125		238	156		113		172	172	129		150	150			
Worthville	168	168	134		247	165		122		180	180	137		156	156			
NORTH CAROLINA																		
Aberdeen	152	148K	154	154	251	199	195K	173	173	164	160K	149	149	140	136K			
Ahoskie	113	109K	128	128	210	156	152K	143	143	125	121K	135	125	101	97K			
Albemarle	155	151K	151	151	251	199	195K	173	173	167	163K	146	146	140	136K			
Almond	187	183K	184	184	286	227	223K	203	203	199	195K	179	179	176	172K			
Andrews	194	188Q	187	187	289	231	227K	207	207	206	200Q	184	184	181	177K			
(200) Arthur	140	136K	148	148	237	189	185K	167	167	152	148K	143	143	126	121K			
(201) Arthur	135	131K	142	142	232	183	179K	161	161	147	143K	137	137	119	115K			
Asheboro	149	145K	148	148	247	179	175K	167	167	161	157K	143	143	137	133K			
Asheville	173	169K	169	169	273	217	213K	189	189	185	181K	164	164	159	155K			
Ashford	167	163K	162	162	259	200	196K	177	177	179	175K	159	159	155	151K			
Barber	152	148K	151	151	251	196	192K	170	170	164	160K	146	146	140	136K			
(200) Bayboro	149	145K	163	163	244	193	189K	176	176	161	157K	159	159	139	135K			
(201) Bayboro	135	131K	153	153	230	179	175K	164	164	147	143K	148	148	125	121K			
(200) Belhaven	134	130K	151	151	233	185	181K	170	170	146	142K	146	146	122	118K			
(201) Belhaven	122	118K	139	139	221	174	170K	158	158	134	130K	134	134	110	106K			
Black Mountain	170	166K	169	169	272	213	209K	189	189	182	178K	161	161	156	151K			
Broadway	158	154K	156	156	260	200	196K	175	175	170	166K	149	149	143	139K			
Burlington	144	140K	145	145	240	184	180K	161	161	156	152K	140	140	134	130K			
Burnsville	176	172K	168	168	257	206	202K	183	183	178	174K	165	165	163	159K			
(200) Cairo	143	139K	148	148	241	189	185K	167	167	155	151K	143	143	131	127K			
(201) Cairo	136	132K	142	142	234	182	178K	161	161	148	144K	137	137	124	120K			
Chapel Hill Station	146	142K	145	145	240	186	182K	164	164	158	154K	140	140	131	127K			
Charlotte	158	154K	157	157	254	203	199K	178	178	170	166K	149	149	143	139K			
Clarkton	161	157K	163	163	257	203	199K	185	185	173	169K	160	160	148	144K			
Cliffside	168	164K	166	166	260	210	206K	186	186	180	176K	161	161	156	151K			
Clinton	149	145K	157	157	247	197	193K	173	173	161	157K	149	149	134	130K			
(200) Columbia	134	130K	151	151	233	182	178K	167	167	146	142K	143	143	119	115K			
(201) Columbia	122	118K	139	139	221	171	167K	156	156	134	130K	131	131	107	103K			
Cove	140	136K	147	147	241	185	181K	160	160	152	148K	146	146	129	125K			
(202) Cranberry	146	146	138			176		138		156		135		133	129			
(203) Cranberry	164	164	156		264	194		156		176		153		149	149			
Crestmont	195	191K	192	192		229	229	194	194	207	203K	190	190	187	183K			
Dunn	146	142K	151	151	244	193	189K	170	170	158	154K	146	146	131	127K			
Durham	143	139K	138	138	232	178	174K	156	156	155	151K	135	135	127	123K			
(300) Eagle Springs	156	152K	157	157	251	203	199K	173	173	168	164K	152	152	148	144K			

AR - All Rail.
RWR - Rail-Water and Rail.

d to page 339 of Tariff:

SECTION 2A - Continued.

FROM AND TO THE FOLLOWING BASING POINTS

And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.

And From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	New York		Riverton		Oakfield	Ogdensburg		Oil City		Patchogue		Petersburg		Philadelphia		P-Port
	AR	RWR	AR	RWR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	RWR
APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 484 of Tariff as amended, inclusive).																
NORTH CAROLINA - Con.																
(D) Eagle Springs	148	144K	150	150	243	196	192K	165	165	160	156K	144	144	139	135K	132E
ast La Port	182	176K	178	178	283	224	220K	199	199	194	190K	174	174	169	165K	162E
(D) Edenton	131	127K	145	145	226	175	171K	162	162	143	139K	143	143	116	112K	109E
(D) Edenton	122	118K	135	135	215	164	160K	151	151	134	130K	133	133	106	102K	99E
(D) Elizabeth City	125	121K	143	143	221	171	167K	157	157	157	133K	140	140	112	108K	105E
(D) Elizabeth City	116	112K	133	133	211	161	157K	147	147	128	124K	130	130	102	98K	95E
renville	137	133K	148	148	237	180	176K	164	164	149	145K	143	143	125	121K	118E
(D) Farrington	146	142K	145	145	227	189	185K	164	164	158	154K	140	140	131	127K	124E
(D) Farrington	140	136K	133	133	220	182	178K	157	157	152	148K	133	133	124	120K	117E
ayettsville	149	145K	154	154	247	196	192K	176	176	161	157K	149	149	137	133K	130E
ostanz	210	206K	184	184	286	227	223K	203	203	222	218K	182	182	177	173K	170E
orest City	167	163K	166	166	260	210	206K	185	185	179	175K	161	161	156	151K	148E
arland	155	151K	160	160	251	199	195K	179	179	167	163K	155	155	141	137K	134E
astonia	161	157K	160	160	257	207	203K	179	179	173	169K	152	152	147	143K	140E
ibson	158	154K	160	160	254	203	199K	179	179	170	166K	155	155	144	140K	137E
oldsboro	141	137K	148	148	237	184	180K	164	164	153	149K	143	143	128	124K	121E
reensboro	136	132K	138	138	232	176	172K	151	151	148	144K	132	132	127	123K	120E
reenville	137	133K	146	146	233	180	176K	161	161	149	145K	143	143	122	118K	115E
alet	155	151K	157	157	254	199	195K	179	179	167	163K	152	152	143	139K	136E
ayesville	210	2040	206	206	293	249	245K	226	226	222	217K	202	202	199	195K	192E
enderson	129	125K	134	134	221	168	164K	149	149	141	137K	123	123	116	112K	109E
endersonville	176	172K	172	172	277	217	213K	193	193	188	184K	167	167	161	157K	154E
enrietta	167	163K	166	166	260	210	206K	185	185	179	175K	162	162	156	151K	148E
igh Point	144	140K	145	145	240	184	180K	164	164	156	152K	137	137	131	127K	124E
untsdale	151	147K	143	143	243	180	176K	157	157	163	159K	140	140	138	134K	131E
acksonville	157	153K	168	168	251	204	200K	187	187	169	165K	163	163	148	144K	141E
annapolis	145	141K	151	151	248	189	185K	159	159	157	153K	146	146	136	132K	129E
elford	122	118K	137	137	219	165	161K	152	152	134	130K	134	134	110	106K	103E
enansville	163	159K	168	168	247	207	203K	187	187	175	171K	163	163	148	144K	141E
inston	140	136K	151	151	241	187	183K	170	170	152	148K	146	146	128	124K	121E
ona	158	154K	150	150	247	188	184K	165	165	170	166K	147	147	145	141K	138E
a Grange	143	139K	151	151	241	189	185K	170	170	155	151K	146	146	128	124K	121E
ake Toxaway	182	178K	178	178	283	224	220K	199	199	194	190K	174	174	169	165K	162E
assiter	141	137K	148	148	237	184	180K	164	164	153	149K	143	143	128	124K	121E
aurinburg	155	151K	160	160	254	203	199K	179	179	167	163K	156	156	143	139K	136E
endale	173	169K	169	169	269	216	212K	190	190	185	181K	166	166	159	155K	152E
exhville	128	124K	129	129	224	167	163K	144	144	140	136K	123	123	118	114K	111E
enoir	164	160K	160	160	257	207	203K	182	182	176	172K	155	155	149	145K	142E
exington	122	118K	137	137	219	165	161K	152	152	134	130K	134	134	110	106K	103E
exington	149	145K	148	148	247	190	186K	167	167	161	157K	140	140	134	130K	127E
(D) Lillington	146	142K	151	151	244	193	189K	170	170	158	154K	146	146	134	130K	127E
(D) Lillington	138	134K	143	143	236	185	181K	163	163	150	146K	139	139	127	123K	120E
ncolnton	161	157K	160	160	257	207	203K	179	179	173	169K	152	152	147	143K	140E
ilsburg	132	128K	137	137	225	172	168K	152	152	144	140K	134	134	119	115K	112E
mberton	156	151K	160	160	254	208	198K	182	182	167	163K	156	156	143	139K	136E
arion	167	163K	163	163	266	207	203K	184	184	179	175K	159	159	152	148K	145E
arshall	178	172K	182	182	278	217	213K	189	189	188	184K	167	167	161	157K	154E
exton	155	151K	160	160	251	199	195K	179	179	167	163K	156	156	141	137K	134E
(D) Midland	160	156K	163	163	254	203	199K	179	179	172	168K	158	158	151	147K	144E
(D) Midland	154	150K	156	156	247	198	198K	173	173	166	162K	151	151	145	141K	138E
ilton	199	195K	199	199	286	168	164K	145	145	141	137K	134	134	118	114K	111E
(D) Mizzelle	154	150K	151	151	253	186	181K	167	167	148	144K	148	148	122	118K	115E
(D) Mizzelle	130	126K	139	139	221	173	169K	156	156	138	134K	134	134	110	106K	103E

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AR - All Rail.
RWR - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.																
	New York,		Riverton		Oakfield	Ogdensburg		Oil City		Patchogue		Petersburg		Philadelphia		Port	
	AR	RWR	AR	RWR	AR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	RE	
	APPLIED RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).																
NORTH CAROLINA - Con.																	
Monroe	161	157K	160	160	257	207	203K	179	179	173	169K	155	155	147	143K	143	
Mooresville	155	151K	154	154	251	199	199	162	162	167	163K	146	146	140	136K	136	
Mt. Airy	155	151K	148	148	251	197	193K	170	170	167	163K	143	143	140	136K	136	
Murphy	194	186Q	190	190	289	221	217K	207	207	206	200Q	184	184	181	177K	174	
(2D) New Bern	146	142K	156	156	241	193	189K	173	173	158	154K	153	153	136	131K	128	
(3D) New Bern	135	131K	148	148	227	179	175K	164	164	147	143K	144	144	124	120K	117	
Newport	156	152K	163	163	247	194	190K	176	176	168	164K	168	168	146	142K	139	
Newton	158	154K	157	157	254	203	199K	176	176	170	166K	149	149	143	139K	136	
North Wilkesboro	158	154K	157	157	254	199	195K	176	176	170	166K	148	148	146	142K	139	
(2D) Oakboro	158	154K	160	160	246	203	199K	176	176	170	166K	154	154	149	145K	142	
(3D) Oakboro	151	147K	153	153	239	196	192K	170	170	163	159K	148	148	142	138K	135	
Oxford	128	124K	133	133	220	167	163K	147	147	140	136K	130	130	114	110K	107	
Pembroke	155	151K	160	160	251	199	195K	179	179	167	163K	155	155	140	136K	133	
Pinetops	140	136K	148	148	237	183	179K	163	163	152	148K	145	145	129	125K	122	
Pittsboro	149	145K	148	148	244	193	189K	170	170	161	157K	143	143	134	130K	127	
(2D) Plymouth	133	129K	148	148	230	176	172K	163	163	145	141K	143	143	119	115K	112	
(3D) Plymouth	121	117K	136	136	218	164	160K	151	151	133	129K	132	132	108	104K	101	
Potecasi	122	118K	137	137	219	165	161K	152	152	134	130K	134	134	110	106K	103	
(2D) Putnam	152	148K	154	154	247	196	192K	173	173	164	160K	149	149	140	136K	133	
(3D) Putnam	146	142K	147	147	240	189	185K	166	166	158	154K	142	142	133	129K	126	
Raeford	155	151K	157	157	251	199	195K	176	176	167	163K	152	152	140	136K	133	
Raleigh	141	137K	145	145	233	180	176K	161	161	153	149K	140	140	128	124K	121	
Ramseur	147	143K	146	146	243	187	183K	164	164	159	155K	140	140	134	130K	127	
Reidsville	128	124K	129	129	224	167	163K	144	144	140	136K	123	123	118	114K	111	
Roanoke Rapids	117	113K	126	126	213	160	156K	140	140	129	125K	122	122	107	103K	100	
Robbinsville	194		187		294	231		207		206		184		181			
(2D) Rockton	143	139K	148	148	240	189	185K	167	167	155	[illegible]	143	143	128	124K	121	
(3D) Rockton	135	131K	141	141	231	182	178K	160	160	147	[illegible]	137	137	121	117K	114	
Rocky Mount	124	120K	133	133	220	167	163K	147	147	136	[illegible]	130	130	114	110K	107	
Roxboro	128	124K	130	130	220	167	163K	149	149	140	[illegible]	130	130	114	110K	107	
St. Paul	159	155K	164	164	251	210	206K	190	190	171	167K	159	159	151	147K	144	
Salisbury	152	148K	148	148	247	194	190K	170	170	164	160K	143	143	137	133K	130	
Sanford	149	145K	151	151	244	193	189K	170	170	161	157K	143	143	134	130K	127	
Scotland Neck	125	121K	134	134	221	168	164K	149	149	137	133K	131	131	113	109K	106	
Selma	141	137K	147	147	237	184	180K	164	164	153	149K	143	143	128	124K	121	
Shelby	164	160K	163	163	260	207	203K	182	182	176	172K	157	157	150	146K	143	
Siler City	149	145K	148	148	247	190	186K	167	167	161	157K	140	140	134	130K	127	
Siloam	152	148K	148	148	251	193	189K	167	167	164	160K	140	140	137	133K	130	
(2D) Star	152	148K	154	154	251	199	195K	173	173	164	160K	149	149	142	138K	135	
(3D) Star	146	142K	147	147	245	192	188K	166	166	158	154K	142	142	136	132K	129	
Statesville	152	148K	154	154	251	199	195K	173	173	164	160K	146	146	140	136K	133	
Sylva	179	175K	178	178	280	217	213K	196	196	191	187K	173	173	169	165K	162	
Tarboro	129	125K	137	137	225	172	168K	152	152	141	137K	134	134	118	114K	111	
Taylorsville	158	154K	157	157	254	203	199K	176	176	170	166K	149	149	143	139K	136	
(2D) Vanceboro	140	136K	151	151	244	189	185K	170	170	152	148K	147	147	131	127K	124	
(3D) Vanceboro	132	128K	143	143	236	181	177K	163	163	144	140K	140	140	124	120K	117	
Vandemere	146	142K	154	154	244	193	189K	173	173	158	154K	149	149	131	127K	124	
Varina	146	142K	148	148	243	189	185K	167	167	158	154K	143	143	131	127K	124	
Wadesboro	158	154K	157	157	254	203	199K	176	176	170	166K	152	152	146	142K	139	
Wallace	149	145K	157	157	247	196	192K	176	176	161	157K	152	152	137	133K	130	
Walnut Cove	147	143K	142	142	243	184	180K	161	161	159	155K	137	137	134	130K	127	
Warrenton	124	120K	129	129	217	164	160K	144	144	136	132K	128	128	111	107K	104	
Washington	140	136K	148	148	237	184	180K	164	164	152	148K	143	143	125	121K	118	
Weldon	117	113K	125	125	213	160	156K	140	140	129	125K	122	122	107	103K	100	
Whiteville	161	157K	166	166	257	207	203K	185	185	173	169K	163	163	149	145K	142	
Wilmington	155	151K	163	163	251	199	195K	179	179	167	163K	157	157	140	136K	133	

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	New York		Riverton		Oakfield	Ogdensburg		Oil City		Patchogue		Petersburg		Philadelphia		P-Port
	AR	R&R	AR	R&R	AR	AR	R&R	AR	R&R	AR	R&R	AR	R&R	AR	R&R	R&R
	APPLY RATE BASIS NUMBERS (For Rates, see pages 360 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - - Cont.																
Wilson	135	129K	141	141	229	176	172K	156	156	145	141K	139	139	128	119K	116E
Windsor	136	132K	153	153	230	181	177K	168	168	148	144K	140	140	126	122K	119E
Winston-Salem	147	143K	145	145	243	187	183K	164	164	159	155K	140	140	134	130K	127E
TENNESSEE																
Cumberland Gap	165	165	157	. . .	247	194	194	156	. . .	177	177	154	. . .	152	152	152
Elizabethton	147	147	139	. . .	235	177	177	139	. . .	159	159	136	. . .	134	134	134
Erwin	151	151	143	. . .	238	180	180	141	. . .	163	163	140	. . .	138	138	138
Holston	151	151	143	. . .	238	180	180	141	. . .	163	163	140	. . .	138	138	138
Johnson City	147	147	139	. . .	235	177	177	139	. . .	159	159	136	. . .	134	134	134
Kingsport	151	151	143	. . .	238	180	180	141	. . .	163	163	140	. . .	138	138	138
(2) Roan Mountain	148	148	138	. . .	. . .	178	. . .	138	. . .	158	. . .	135	. . .	133	133	133
(2) Roan Mountain	164	164	156	. . .	. . .	194	. . .	156	. . .	176	. . .	153	. . .	149	149	149
VIRGINIA																
Appalachia	161	161	152	. . .	248	178	178	149	. . .	173	173	150	. . .	147	147	147
Apple	123	123	115	115	215	156	156	133	133	136	136	112	112	110	110	110
Carrsville	110	110P	125	125	207	153	153P	140	140	122	122P	122	122	98	98	91E
Chatham	121	121	123	123	217	161	161	138	138	133	133	117	117	111	111	111
Clarksville	120	120	125	125	213	160	160N	143	143	132	132	122	122	107	107N	100E
Danville	120	120	122	122	216	160	160N	136	136	132	132	115	115	110	110	103E
Delwale	174	174N	165	. . .	. . .	207	207	160	. . .	186	186N	164	. . .	161	161	161M
Dennistown	123	123N	122	122	216	162	162P	140	140	135	135P	119	119	110	110N	103E
Dinwiddie	121	121	126	126	214	161	161	141	141	133	133	123	123	108	108	108
Duffield	167	167	161	. . .	. . .	203	203	162	. . .	179	179	159	. . .	156	156	156
Emporia	109	109	117	117	205	152	152	132	132	121	121	114	114	99	99	92E
Ewing	165	165	157	. . .	247	194	194	156	. . .	177	177	154	. . .	152	152	152
Fort Blackmore	143	143	143	. . .	238	180	180	141	. . .	155	155	140	. . .	128	128	128
Franklin	110	110P	125	125	207	153	153P	140	140	122	122P	122	122	98	98	91E
Gate City	164	164	156	. . .	. . .	199	199	160	. . .	176	176	154	. . .	151	151	151
Gretna	117	117	118	118	213	156	156	133	133	129	129	112	112	107	107	107
Hubbard Springs	148	148	139	. . .	248	189	189	136	. . .	158	158	140	. . .	132	132	132
(2) Inlet	116	116	133	133	211	161	161	147	147	130	130	131	131	102	102	96E
(2) Inlet	110	110	126	126	204	153	153	140	140	122	122	123	123	95	95	88E
Keysville	112	112	117	117	205	152	152	135	135	124	124	114	114	99	99	92E
La Crosse	117	117	122	122	209	156	156	136	136	129	129	119	119	103	103	96E
Lawyers	117	117	118	118	213	156	156	133	133	129	129	112	112	107	107	107
Leaksville Jct	128	124K	130	130	225	167	163K	145	145	140	136K	124	124	118	114K	111E
Lennig	120	120	118	118	213	158	158	138	136	132	132	115	115	107	107N	104E
McKenney	117	117	122	122	209	156	156	136	136	129	129	119	119	103	103	103
Martinsville	134	134	126	126	226	167	167	144	144	148	148	123	123	121	121	121
Maytown	167	167	161	. . .	. . .	203	203	157	. . .	179	179	159	. . .	156	156	156
Mendota	159	159	153	. . .	. . .	199	199	167	. . .	171	171	152	. . .	148	148	148
Pardee	171	171	164	. . .	. . .	203	203	160	. . .	183	183N	162	. . .	159	159	159
(2) Pleasant Ridge	118	118	133	133	211	161	161	147	147	130	130	131	131	102	102	96E
(2) Pleasant Ridge	110	110	126	126	204	153	153	140	140	122	122	123	123	95	95	88E
Rocky Mount	128	128	119	119	210	161	161	138	138	140	140	117	117	114	114	114
(2) St. Brides	118	118	133	133	211	161	161	147	147	130	130	131	131	102	102	96E
(2) St. Brides	110	110	126	126	204	153	153	140	140	122	122	123	123	95	95	88E
St. Charles	177	177	170	. . .	. . .	203	203	165	. . .	189	189	169	. . .	166	166	166
South Boston	124	124N	123	123	217	163	163N	141	141	136	136N	120	120	111	110N	104E
Spears Ferry	143	143	143	. . .	238	180	180	141	. . .	155	155	140	. . .	128	128	128
Stony Creek	109	109	117	117	206	152	152	132	132	121	121	114	114	99	99	99
Whaley	110	108N	126	126	207	153	153N	140	140	122	122N	122	122	98	97P	91E

AR - All Rail.
R&R - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Phoenicia		Pittsburgh		Pope Creek		Port Jervis		Portland		Reading		Richmond		Rochester	
	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
KENTUCKY																
Anchor	196	196	143		156	156	187	187	239	239	167		137		170	
Bardstown	177	177	124		164	164	175		208	208	164		138		147	
Bell Farm	203	203	143		177	177	198	198	235	235	185		143		170	
Benton	198	198	146		182	182	198		228	228	182		190		167	
Bowling Green	200	200	146		187	187	198		235	235	187		152		171	
Brannon	176	176	120		160	160	173		204	204	160		135		146	
Burnside	193		136		165	165	184		231	231	179		153		164	
Cadis	219	219	175		205	205	214		252	252	205		176		188	
Campbellsville	187		136		165	165	184		229	229	176		137		160	
Caneyville	189	189	138		176	176	187		229	229	176		146		160	
Carrollton	167	167	111		151	151	164		196	196	151		124		138	
Cayce	207	207	157		193	193	204		233	233	191		171		179	
Central City	199	199	146		183	183	194		234	234	183		152		168	
Cloverport	185	185	132		172	172	183		226	226	167		145		155	
Corbin	196	196	140		156	156	187	187	234	234	167		134		167	
Corydon	188	188	138		172	172	183		213	213	172		147		157	
Danville	176		120		146	146	176		215	215	165		138		150	
Elizabethtown	177	177	124		164	164	175		208	208	164		138		147	
Elkton	232	232	173		224	224	227		264	264	216		182		201	
Falmouth	160		108		143	143	156		187	187	143		117		130	
Flemingsburg	176		120		155	155	173		204	204	160		119		146	
Flemingsburg Jct	172		116		154	154	166		199	199	155		119		142	
Ford	173		117		143	143	164		211	211	162		113		146	
Fordsville	189	189	136		176	176	187		229	229	176		149		160	
Frankfort	177		121		147	147	168		211	211	166		118		151	
Fulton	202	202	154		188	188	199		235	235	188		166		158	
Georgetown	173		117		143	143	164		204	204	160		113		145	
Gilbertsville	198	198	146		182	182	193		230	230	182		160		167	
Glasgow	197	197	143		184	184	195		232	232	184		149		167	
Guthrie	211	211	152		196	196	208		243	243	196		161		179	
Harlan	175		141		136	136	167		197	197	147		128		169	
Hazard	203		143		176	176	199		240	240	179		137		170	
Hickman	210	210	162		196	196	207		249	249	196		174		183	
Hopkinsville	204	204	153		187	187	198		239	239	187		161		173	
Horse Cave	189	189	136		176	176	187		228	228	176		146		160	
Irvine	180		124		151	151	172		218	218	167		121		154	
Jackson	198		137		167	167	188		231	231	173		131		164	
Jeffersontown	174	174	121		161	161	172		202	202	161		133		144	
Lagrange	173	173	120		154	154	171		202	202	160		124		144	
Lawrenceburg	177		121		147	147	168		208	208	164		118		151	
Lebanon	178		128		154	154	175		221	221	167		124		151	
Lebanon Jct	173	173	120		160	160	171		202	202	160		133		143	
Lot	203	203	143		161	161	196	196	235	235	173		137		170	
Lynch	188		162		151	151	180		210	210	161		141		182	
McRoberts	213		152		182	182	210		253	253	189		150		179	
Madisonville	191	191	141		175	175	186		221	221	175		151		161	
Manchester	203		146		158	158	190	190	235	235	170	170	140		173	
Mayfield	198	198	146		182	182	193		230	230	182		160		167	
Middlesboro	179	179	145		142	142	172	172	201	201	152	152	128		173	
Midway	173		117		143	143	164		199	199	160		113		148	
Morganfield	187	187	134		171	171	182		213	213	171		146		156	
Mount Vernon	188		132		164	164	179		228	228	173		129		161	
Murray	207	207	155		190	190	201		239	239	190		166		178	
Newtown	173		117		143	143	164		204	204	160		113		148	
Owensboro	191	191	141		175	175	186		219	219	175		151		161	

AR - All Rail.
RMR - Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading		Richmond		Rochester	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
KENTUCKY - Conc.																
Paris	172		116		143	143	184		199	199	155		113		142	
Pine Knot	208		140		174	174	196	196	236	236	182		140		170	
Princeton	204	204	153		187	187	198		240	240	187		161		178	
Providence	196	196	144		178	178	189		230	230	178		154		184	
Richmond	180		124		151	151	172		215	215	164		122		154	
Russellville	210	210	149		198	198	206		243	243	193		155		178	
Scottsville	288	288	162		208	208	213	213	261	261	202	202	186	186	196	196
Shelbyville	172	172	120		160	160	171		202	202	160		121		148	
Spottsville	186	186	138		172	172	183		213	213	172		147		157	
Sturgis	196	196	145		179	179	190		224	224	179		156		166	
Switzer	177		121		147	147	188		211	211	166		118		151	
Thompsonville	215	215	164		198	198	209		250	250	198		172		184	
Walton	161		105		144	144	157		188	188	144		118		131	
West Point	174	174	121		161	161	178		202	202	161		134		144	
Whitesburg	210		150		188	188	207		244	244	186		148		178	
Wickliffe	196	196	148		180	180	191		228	228	180		158		167	
Williamsburg	201		143		189	189	194	194	235	235	170		137		170	
Williamstown	160	160	108		148	148	158		187	187	149		117		130	
Worthville	168		112		188	188	168		196	196	152		125		139	
NORTH CAROLINA																
Aberdeen	178	169K	158	158	189	189K	184	180K	196	196K	143	139K	155	155	176	176
Ahoskie	135	129K	130	130	99	94K	139	119K	158	149K	107	103K	143	143	143	143
Albemarle	178	169K	156	156	189	184K	194	180K	199	186K	143	139K	156	156	179	179
Almond	208	199K	189	189	167	162K	199	196K	234	230K	176	172K	176	176	207	207
Andrews	207	203K	196	196	178	168K	199	196K	237	230K	181	177K	179	179	210	210
(CSD) Arthur	158	154K	168	168	116	113K	148	145K	188	178K	128	124K	161	161	167	167
(CSD) Arthur	152	148K	147	147	110	108K	148	138K	178	172K	122	118K	156	156	161	161
Asheboro	170	166K	158	158	128	118K	161	157K	194	190K	140	136K	149	149	173	173
Asheville	198	189K	178	178	149	146K	188	178K	215	211K	161	157K	164	164	196	196
Ashford	188	188K	167	167	146	142K	177	178K	208	196K	157	153K	154	154	184	184
Barber	178	169K	158	158	135	131K	184	160K	196	196K	140	136K	152	152	176	176
(CSD) Bayboro	167	163K	161	161	139	139K	158	154K	189	185K	144	140K	169	169	173	173
(CSD) Bayboro	158	149K	150	150	128	118K	144	140K	178	171K	130	126K	159	159	163	163
(CSD) Belhaven	155	151K	155	150	116	112K	146	146K	179	175K	126	121K	167	167	167	167
(CSD) Belhaven	143	149K	142	142	108	99K	134	130K	166	162K	113	109K	155	155	155	155
Black Mountain	189	185K	178	178	146	141K	179	176K	218	211K	158	154K	161	161	198	198
Broadway	176	171K	168	168	130	126K	167	168K	200	196K	146	142K	158	158	179	179
Burlington	164	160K	147	147	119	115K	154	150K	184	180K	134	130K	148	148	167	167
Barnsville	192	188K	178	178	158	149K	183	179K	208	204K	163	159K	180	180	190	190
(CSD) Cairo	164	160K	152	152	119	115K	155	151K	189K	185K	134	130K	149	149	170	170
(CSD) Cairo	157	153K	147	147	112	108K	148	144K	182K	178K	127	123K	144	144	163	163
Chapel Hill Station	164	160K	147	147	119	115K	155	151K	186	182K	134	130K	148	148	167	167
Charlotte	176	172K	158	158	131	127K	167	163K	208	199K	146	142K	158	158	171	171
Clarkton	179	175K	167	167	139	134K	170	166K	208	199K	150	146K	167	167	185	185
Cliffside	185	181K	170	170	148	142K	179	176K	210	206K	158	154K	164	164	198	198
Clinton	167	163K	158	158	122	118K	161	157K	198	189K	137	133K	161	161	178	178
(CSD) Columbia	155	151K	155	155	118	112K	148	148K	179	175K	125	121K	167	167	167	167
(CSD) Columbia	143	139K	142	142	111	107K	134	130K	166	162K	113	109K	155	155	155	155
Cove	158	154K	149	149	122	118K	149	145K	180	185K	134	130K	158	158	170	170
(CSD) Cranberry	162	162	129		123		158	153	189	185	135		118		160	
(CSD) Cranberry	182	182	147		141		171	171	200	200	151		138		177	
Crestmont	212	208K	182	182	188	178K	208	201K	221	217K	187	183K	178	178	209	209
Dunn	167	163K	155	155	119	115K	158	154K	190	186K	134	130K	152	152	170	170
Durham	158	152K	140	140	114	110K	150	146K	178	174K	130	126K	140	140	160	160
(CSD) Eagle Springs	176	172K	158	158	136	132K	167	162K	199	196K	149	146K	158	158	179	179

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading		Richmond		Rochester	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Con.																
(2ND) Eagle Springs	170	166K	150	150	129	125K	159	155K	192	188K	142	138K	150	150	172	172
East La Port	190	196K	182	182	161	157K	193	189K	225	219K	170	166K	182	189	203	203
(2ND) Edenton	149	145K	149	149	116	112K	139	135K	168	168K	128	118K	161	161	163	163
(2ND) Edenton	138	134K	139	139	108	108K	128	124K	157	157K	111	107K	151	151	151	151
(2ND) Elizabeth City	144	140K	144	144	112	108K	134	130K	164	160K	116	112K	187	187	187	187
(2ND) Elizabeth City	134	130K	134	134	102	98K	134	120K	154	150K	107	103K	147	147	147	147
Farmville	157	153K	151	151	116	112K	147	143K	182	178K	128	124K	161	161	164	164
(2ND) Farrington	164	160K	149	149	119	115K	155	151K	193	189K	134	130K	146	146	170	170
(2ND) Farrington	157	153K	142	142	112	108K	148	144K	186	182K	129	124K	139	139	162	162
Fayetteville	170	166K	158	158	122	118K	161	157K	196	192K	140	136K	158	158	175	175
Fontana	210	206K	189	189	168	164K	191	192K	227	2210	177	173K	176	176	210	210
Forest City	189	185K	170	170	144	140K	175	175K	215	211K	157	153K	161	161	193	193
Garland	176	172K	164	164	131	127K	167	163K	199	195K	145	141K	161	161	179	179
Gastonia	179	175K	164	164	136	132K	172	169K	208	199K	149	145K	161	161	185	185
Gibson	176	172K	164	164	134	130K	170	166K	208	199K	147	143K	161	161	182	182
Goldsboro	161	157K	151	151	116	112K	151	147K	190	178K	131	127K	156	156	164	164
Greensboro	156	152K	145	145	114	110K	146	142K	176	172K	130	126K	140	140	160	160
Greenville	157	153K	147	147	113	109K	147	143K	177	175K	128	124K	157	157	161	161
Hamlet	176	172K	161	161	131	127K	167	163K	208	199K	146	142K	161	161	182	182
Hayesville	225	221K	212	212	190	186K	217	213K	254	247K	199	195K	197	197	228	228
Henderson	145	141K	139	139	105	101K	139	135K	168	164K	119	115K	142	142	149	149
Hendersonville	196	192K	178	178	154	150K	186	181K	215	211K	164	160K	167	167	199	199
Henrietta	185	181K	167	167	144	140K	178	172K	210	206K	158	154K	164	164	195	195
High Point	164	160K	147	147	119	115K	154	150K	184	180K	134	130K	146	146	167	167
Huntdale	166	162K	147	147	128	124K	157	153K	187	165K	138	134K	134	134	164	164
Jacksonville	175	171K	172	172	139	135K	166	162K	207	203K	151	147K	181	181	181	181
Kannapolis	164	160K	155	155	125	121K	155	151K	198	186K	139	135K	152	152	170	170
Kelford	142	138K	139	139	107	103K	132	128K	162	156K	116	112K	149	149	152	152
Kenansville	171	167K	172	172	136	132K	172	168K	207	205K	151	147K	175	175	187	187
Kinston	161	157K	146	146	119	115K	152	148K	184	180K	131	127K	164	164	170	170
Kona	174	170K	156	156	136	131K	165	161K	190	186K	145	141K	142	142	172	172
La Grange	164	160K	156	156	119	115K	156	151K	189	185K	134	130K	158	158	170	170
Lake Toxaway	199	195K	182	182	161	157K	193	189K	223	219K	170	166K	178	178	203	203
Lassiter	161	157K	151	151	116	112K	151	147K	180	176K	131	127K	161	161	164	164
Laurinburg	176	172K	164	164	134	130K	167	163K	199	195K	147	143K	161	161	182	182
Lawndale	191	187K	176	176	149	145K	182	178K	217	213K	162	158K	171	171	196	196
Leaksville	147	143K	131	131	106	102K	136	134K	167	163K	121	117K	151	151	151	151
Lenoir	182	178K	164	164	136	154K	173	169K	207	203K	152	148K	161	161	186	186
Lewiston	142	138K	139	139	107	103K	132	128K	162	156K	116	112K	153	153	152	152
Lexington	167	163K	149	149	122	118K	156	154K	190	186K	137	133K	149	149	173	173
(2ND) Lillington	167	163K	152	152	122	118K	158	154K	193	189K	137	133K	158	158	170	170
(2ND) Lillington	159	155K	145	145	115	111K	151	147K	185	181K	129	125K	145	145	163	163
Lincolnton	179	175K	161	161	136	132K	170	166K	203	199K	151	147K	161	161	185	185
Louisburg	149	145K	142	142	108	104K	142	138K	172	168K	122	118K	145	145	152	152
Lumberton	176	172K	164	164	131	127K	167	163K	199	195K	146	142K	164	164	182	182
Marion	185	181K	167	167	140	136K	176	172K	209	205K	156	151K	150	150	189	189
Marshall	196	192K	178	178	149	145K	185	181K	219	215K	164	160K	161	161	199	199
Maxton	176	172K	164	164	131	127K	164	160K	199	195K	145	141K	161	161	179	179
(2ND) Midland	179	175K	164	164	140	136K	170	166K	208	199K	156	151K	164	164	182	182
(2ND) Midland	172	168K	157	157	134	130K	163	159K	197	193K	148	144K	157	157	176	176
Milton	147	143K	131	131	106	102K	139	135K	168	164K	121	117K	131	131	151	151
(2ND) Mizzelle	155	151K	155	155	116	112K	146	142K	179	175K	125	121K	167	167	167	167
(2ND) Mizzelle	143	139K	142	142	103	99K	134	130K	166	162K	113	109K	156	156	156	156

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SECTION 2A - Continued.

To and From Stations shown on pages 96 to 113 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Phoenicia		Pittsburgh		Pupon Creek		Port Jervis		Portland		Reading		Richmond		Rochester	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS HEREIN (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Con.																
Monroe	182	176K	164	164	136	132K	178	160K	207	203K	149	145K	161	161	185	185
Mooresville	176	172K	158	158	128	124K	164	160K	203	199K	145	139K	155	155	179	179
Mt. Airy	173	169K	152	152	128	124K	164	160K	199	195K	143	139K	149	149	173	173
Murphy	210	206K	196	196	172	168K	199	196K	237	230F	181	177K	179	179	213	213
(CSD) New Bern	164	160K	158	158	129	125K	156	151K	189	185K	140	136K	166	166	173	173
(CSD) New Bern	150	146K	149	149	120	116K	141	137K	178	172K	127	123K	157	157	164	164
Newport	174	170K	166	166	137	133K	165	161K	196	192K	149	145K	174	174	176	176
Newton	179	176K	161	161	131	127K	170	166K	203	199K	146	142K	158	158	182	182
North Wilkesboro	179	176K	158	158	134	130K	170	166K	203	199K	146	142K	156	156	179	179
(CSD) Oakboro	183	179K	160	160	136	134K	167	162K	203	199K	151	147K	160	160	182	182
(CSD) Oakboro	176	172K	154	154	131	127K	160	156K	196	192K	145	141K	154	154	176	176
Oxford	144	140K	134	134	108	99K	139	134K	167	163K	118	114K	130	138	147	147
Pembroke	178	109K	164	164	129	125K	164	160K	199	195K	145	141K	161	161	179	179
Pinetops	160	156K	151	151	119	115K	150	146K	179	175K	138	129K	160	160	163	163
Pittsboro	167	163K	152	152	122	118K	158	154K	195	169K	137	133K	152	152	173	173
(CSD) Plymouth	152	148K	150	150	116	112K	143	139K	178	169K	122	118K	163	163	163	163
(CSD) Plymouth	141	137K	139	139	105	101K	131	127K	161	157K	110	106K	151	151	151	151
Potecasi	142	138K	139	139	107	103K	132	128K	162	158K	116	112K	149	149	152	152
(CSD) Putnam	170	166K	157	157	130	126K	161	157K	196	192K	142	138K	155	155	176	176
(CSD) Putnam	163	159K	148	148	123	119K	156	151K	189	185K	136	132K	148	148	169	169
Raeford	178	169K	161	161	129	125K	164	160K	199	195K	143	139K	158	158	179	179
Raleigh	157	153K	147	147	116	112K	151	147K	190	176K	131	127K	147	147	161	161
Ramseur	167	163K	149	149	122	118K	157	153K	187	183K	137	133K	149	149	171	171
Reidsville	147	143K	136	136	108	102K	136	134K	167	163K	121	117K	131	131	151	151
Roanoke Rapids	117	113K	127	127	96	92K	127	123K	156	152K	110	106K	136	136	140	140
Robbinsville	207		193		172		199		237		181		179		213	
(CSD) Rockton	164	160K	152	152	118	114K	155	151K	190	186K	131	127K	152	152	167	167
(CSD) Rockton	157	153K	145	145	111	107K	147	143K	181	177K	125	121K	145	145	160	160
Rocky Mount	144	140K	134	134	108	99K	134	130K	164	160K	118	114K	144	144	147	147
Roxboro	144	140K	132	132	108	99K	136	134K	167	163K	118	114K	132	132	147	147
St. Paul	183	179K	168	168	136	132K	175	171K	209	205K	153	149K	168	168	187	187
Salisbury	170	166K	152	152	125	121K	161	157K	194	190K	140	136K	152	152	176	176
Sanford	167	163K	152	152	122	118K	158	154K	193	189K	137	133K	152	152	173	173
Scotland Neck	145	141K	135	135	105	101K	135	131K	165	161K	119	115K	145	145	149	149
Selma	161	157K	151	151	116	112K	151	147K	180	176K	131	127K	152	152	164	164
Shelby	182	178K	167	167	140	136K	173	169K	207	203K	154	150K	164	164	189	189
Siler City	167	163K	152	152	122	118K	161	157K	190	186K	137	133K	149	149	173	173
Siloam	178	169K	158	158	135	131K	164	160K	196	192K	140	136K	149	149	173	173
(CSD) Star	173	169K	155	155	131	127K	168	164K	196	192K	146	142K	155	155	176	176
(CSD) Star	167	163K	148	148	125	121K	154	150K	189	185K	139	135K	148	148	170	170
Statesville	173	169K	156	156	126	124K	167	163K	199	195K	143	139K	155	155	179	179
Sylva	199	196K	182	182	160	156K	189	185K	223	219K	169	165K	170	170	205	205
Tarboro	149	145K	146	146	108	104K	139	135K	168	164K	122	118K	149	149	152	152
Taylorsville	176	172K	161	161	131	127K	170	166K	203	199K	146	142K	156	156	182	182
(CSD) Vanceboro	161	157K	155	155	122	118K	152	148K	189	185K	126	151K	167	167	176	176
(CSD) Vanceboro	158	149K	147	147	115	111K	144	140K	181	177K	127	123K	159	159	169	169
Vandemere	184	180K	158	158	132	118K	155	151K	189	185K	137	133K	170	170	173	173
Waring	167	163K	151	151	119	115K	158	154K	189	185K	134	130K	149	149	170	170
Wadesboro	179	175K	161	161	131	127K	170	166K	203	199K	149	145K	158	158	182	182
Wallace	170	166K	161	161	128	118K	161	157K	196	192K	140	136K	164	164	173	173
Walnut Cove	167	163K	148	148	122	118K	157	153K	187	183K	137	133K	148	148	164	164
Warrenton	141	137K	134	134	100	96K	134	130K	164	160K	114	110K	138	138	144	144
Washington	158	154K	151	151	116	112K	149	145K	180	176K	131	127K	161	161	164	164
Weldon	138	134K	127	127	98	92K	127	123K	156	152K	110	106K	136	136	140	140
Whiteville	182	178K	170	170	140	136K	178	169K	207	203K	152	148K	167	167	185	185
Wilmington	176	172K	167	167	131	127K	167	163K	199	195K	145	141K	167	167	179	179

AR - All Rail.
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SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Phoenicia		Pittsburgh		Pope Creek		Port Jervis		Portland		Reading		Richmond		Rochester	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Cont.																
Wilson	153	149K	149	149	112	106K	143	139K	173	169K	127	123K	153	153	156	152
Windsor	158	154K	154	154	122	116K	148	144K	177	173K	131	127K	168	168	168	164
Winston-Salem	167	163K	149	149	122	116K	157	152K	187	183K	137	133K	146	146	170	166
TENNESSEE																
Cumberland Gap	179	179	145	. . .	142	142	172	172	201	201	152	152	132	. . .	178	. . .
Elizabethton	163	163	130	. . .	124	124	154	154	185	185	134	134	119	. . .	161	. . .
Erwin	166	166	132	. . .	128	128	157	157	188	188	138	138	122	. . .	161	. . .
Holston	166	166	132	. . .	128	128	157	157	188	188	138	138	122	. . .	161	. . .
Johnson City	163	163	130	. . .	124	124	154	154	185	185	134	134	119	. . .	161	. . .
Kingsport	166	166	132	. . .	128	128	157	157	188	188	138	138	121	. . .	161	. . .
(CHD) Roan Mountain	162	162	129	. . .	125	. . .	153	153	183	183	. . .	. . .	118	. . .	160	. . .
(CHD) Roan Mountain	180	180	147	. . .	141	. . .	171	171	200	200	151	. . .	136	. . .	177	. . .
VIRGINIA																
Appalachia	175	175	140	. . .	138	138	167	167	182	182	147	147	128	. . .	169	. . .
Apple	140	140	120	120	98	98	130	130	162	162	110	110	117	117	138	138
Carrsville	130	130N	127	127	95	92N	120	120N	150	150R	108	108P	140	140	140	140
Chatham	141	141	124	124	99	99	131	131	161	161	114	114	124	124	144	144
Clarksville	136	136	130	130	96	96N	130	130	160	160N	110	110	130	130	140	140
Danville	140	140	123	123	98	98	130	130	160	160N	113	113	123	123	143	143
Delvale	189	189	149	. . .	150	150	179	179	217	213K	161	161	167	. . .	182	. . .
Denniston	140	140N	123	123	98	98N	128	132N	162	162N	113	113K	123	123	143	143
Dinwiddie	138	138	131	131	97	97	131	131	161	161	111	111	134	134	141	141
Duffield	185	185	150	. . .	145	145	174	174	213	213N	156	156	168	. . .	188	. . .
Emporia	129	129N	119	119	88	88	119	119	149	149N	102	102	129	129	132	132
Ewing	179	179	145	. . .	142	142	172	172	201	201	152	152	128	. . .	174	. . .
Fort Blackmore	166	166	132	. . .	116	116	156	156	188	188	131	131	145	. . .	164	. . .
Franklin	130	130N	127	127	95	92N	120	120N	150	150R	108	108P	140	140	140	140
Gate City	182	182	149	. . .	140	140	170	170	210	210N	151	151	167	. . .	178	. . .
Gretna	136	136	120	120	95	95	127	127	156	156	110	110	120	120	140	140
Hubbard Springs	164	164	127	. . .	124	124	155	155	196	196	134	134	119	. . .	158	. . .
(CHD) Inlet	134	134	138	138	102	102	124	124	154	154	108	108	147	147	147	147
(CHD) Inlet	127	127	130	130	95	95	117	117	146	146	100	100	140	140	140	140
Keysville	129	129	122	122	88	88	122	122	152	152	102	102	122	122	132	132
La Crosse	133	133	127	127	92	92	127	127	156	156	107	107	130	130	138	138
Lawyers	136	136	120	120	95	95	127	127	156	156	110	110	120	120	140	140
Leaksville Jct	147	143K	132	132	106	102K	138	134K	167	163K	121	117K	132	132	152	152
Lenning	136	136	120	120	95	96	130	130	156	156	110	110	120	120	140	140
McKenney	133	133	127	127	92	92	127	127	156	156	107	107	130	130	138	138
Martinsville	151	151	131	131	109	109	141	141	173	173	121	121	128	128	147	147
Maytown	185	185	145	. . .	145	145	174	174	213	211M	148	156	162	. . .	178	. . .
Mendota	179	179	152	. . .	137	137	167	167	208	208	148	148	170	. . .	178	. . .
Pardee	189	189	149	. . .	149	149	177	177	213	208K	159	159	167	. . .	178	. . .
(CHD) Pleasant Ridge	134	134	138	138	102	102	124	124	154	154	108	108	147	147	147	147
(CHD) Pleasant Ridge	127	127	130	130	95	95	117	117	146	146	100	100	140	140	140	140
Rocky Mount	144	144	124	124	102	102	134	134	166	166	114	114	121	121	141	141
(CHD) St. Brides	134	134	138	138	102	102	124	124	154	154	108	108	147	147	147	147
(CHD) St. Brides	127	127	130	130	95	95	117	117	146	146	100	100	140	140	140	140
St. Charles	192	192	152	. . .	155	155	184	184	217	217	166	166	170	. . .	179	. . .
South Boston	141	140N	124	124	99	99N	134	134N	163	163N	114	114N	124	124	144	144
Speers Ferry	164	164	132	. . .	116	116	155	155	188	188	131	131	145	. . .	161	. . .
Stony Creek	129	129	119	119	88	88	120	120	149	149	102	102	129	129	138	138
Whaley	130	129N	127	127	95	94P	120	119N	150	149P	108	108P	140	140	140	140

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Russell		Sayre		Scranton		Stamford		Sunset		Syracuse		Trenton		Wakefield	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
KENTUCKY																
Anchor	139		182		177		230	230	144		182		180	180	235	235
Bardstown	126		161		166		200	200	131		161		177	177	206	206
Bell Farm	142		182		187		227	227	147		182		198	198	232	232
Benton	151		176		184		219	219	156		176		198	198	224	224
Bowling Green	145		184		189		228	228	150		184		200	200	233	233
Brannon	123		156		163		196	196	128		156		176	176	200	200
Burnside	132		176		176		222	222	137		176		184	184	227	227
Cadiz	169		197		206		244	244	174		197		219	219	249	249
Campbellsville	132		173		176		221	221	137		173		184	184	226	226
Canayville	138		173		178		221	221	143		173		189	189	226	226
Carrollton	114		147		154		186	186	119		147		167	167	191	191
Cayce	160		187		196		224	224	165		187		207	207	229	229
Central City	148		177		186		227	227	153		177		199	199	232	232
Cloverport	134		161		171		218	218	139		161		185	185	223	223
Corbin	133		179		177		224	224	138		179		180	180	232	232
Corydon	139		166		174		206	206	144		166		186	186	211	211
Danville	115		160		160		206	206	120		160		167	167	211	211
Elizabethtown	126		161		166		200	200	131		161		177	177	205	205
Elkton	176		210		218		257	257	180		210		232	232	262	262
Falmouth	107		140		146		178	178	111		140		160	160	185	185
Flemingsburg	121		156		163		196	196	126		156		176	176	200	200
Flemingsburg Jct	118		152		158		190	190	123		152		172	172	196	196
Ford	112		156		156		202	202	117		156		164	164	207	207
Fordsville	138		173		178		221	221	143		173		189	189	226	226
Frankfort	116		161		161		202	202	121		161		168	168	207	207
Fulton	156		185		197		227	227	161		185		202	202	232	232
Georgetown	112		156		162		196	196	117		156		164	164	200	200
Gilbertsville	151		176		184		221	221	156		176		198	198	226	226
Glasgow	145		180		188		224	224	150		180		197	197	229	229
Guthrie	154		189		197		235	235	159		189		211	211	240	240
Harlan	129		176		187		196	196	134		176		181	181	191	191
Hazard	136		182		189		251	251	141		182		199	199	238	238
Hickman	168		190		199		240	240	168		190		210	210	245	245
Hopkinsville	154		182		189		231	231	159		182		204	204	236	236
Horse Cave	136		173		179		220	220	143		173		189	189	226	226
Irvine	119		164		164		209	209	124		164		172	172	214	214
Jackson	130		176		180		222	222	136		176		186	186	227	227
Jeffersontown	123		167		165		196	196	128		167		174	174	200	200
Lagrange	123		166		168		196	196	128		166		173	173	200	200
Lawrenceburg	116		161		161		199	199	121		161		168	168	204	204
Lebanon	125		164		167		213	213	129		164		176	176	218	218
Lebanon Jct	122		156		162		196	196	127		156		173	173	200	200
Lot	139		182		186		227	227	144		182		189	189	232	232
Lynch	143		188		171		199	199	148		188		174	174	204	204
Manchester	150		188		199		237	237	156		188		207	207	242	242
Madisonville	148		189		177		213	213	148		189		181	181	218	218
Manchester	139		186		180		227	227	144		186		184	184	232	232
Mayfield	151		176		183		221	221	156		176		198	198	226	226
Middlesboro	134		179	179	188	188	190	190	139		179	179	186	186	195	195
Midway	112		168		168		190	190	117		168		164	164	195	195
Morganfield	139		186		178		208	208	143		186		187	187	211	211
Mount Vernon	127		178		178		219	219	128		178		179	179	224	224
Murray	168		186		188		230	230	176		186		207	207	235	235
Newtown	112		168		166		196	196	117		168		164	164	200	200
Owensboro	143		169		177		211	211	148		169		181	181	218	218

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Russell		Sayre		Scranton		Stamford		Sunset		Syracuse		Trenton		Waterbury	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
KENTUCKY - Conc.																
Paris	112		152		156		190	190	117		152		164	174	198	18
Pine Knot	139		179		187		227	227	144		179		196	196	232	23
Princeton	155		182		189		232	232	160		182		214	214	237	23
Providence	146		173		180		222	222	151		173		196	196	227	22
Richmond	119		164		164		206	206	124		164		172	172	211	21
Russellville	151		189		196		234	234	156		189		210	210	239	23
Scottsville	164		176		203		252	252	169		196		221	220	257	25
Shelbyville	119		156		162		196	196	124		156		172	172	200	20
Spottsville	140		166		174		206	206	145		166		188	188	211	21
Sturgis	147		174		182		217	217	152		174		196	196	222	22
Switzer	116		161		161		202	202	121		161		168	168	227	22
Thompsonville	165		193		200		242	242	170		193		215	215	247	24
Walton	107		141		141		179	179	112		141		161	161	184	18
West Point	123		157		165		196	196	128		157		174	174	200	20
Whitesburg	146		189		196		234	234	151		189		207	207	239	23
Wickliffe	148		175		184		219	219	153		175		195	195	224	22
Williamsburg	136		182		184		227	227	141		182		185	185	232	23
Williamstown	106		140		146		178	178	111		140		160	160	183	18
Worthville	115		149		156		187	187	120		149		168	168	192	19
NORTH CAROLINA																
Aberdeen	154	154	164	160K	158	154K	164	160K	159	159	176	172K	143	139K	187	18
Ahoskie	132	132	130	126K	130	116K	123	119K	137	137	140	136K	112	108K	148	14
Albemarle	151	151	164	160K	158	154K	164	160K	156	156	179	175K	143	139K	190	19
Almond	178	178	198	192K	189	185K	196	192K	183	183	210	206K	185	181K	229	23
Andrews	181	181	199	195K	193	189K	199	195K	186	186	210	206K	185	179K	232	23
(RED) Arthur	154	154	152	148K	146	142K	149	145K	159	159	167	163K	128	124K	175	17
(RED) Arthur	148	148	147	143K	140	136K	143	139K	153	153	161	157K	122	118K	169	16
Asheboro	148	148	161	157K	156	151K	161	157K	153	153	173	169K	140	136K	187	18
Asheville	166	166	182	178K	176	172K	182	178K	171	171	196	192K	164	160K	211	21
Ashford	156	156	174	170K	167	163K	177	173K	161	161	186	182K	158	154K	200	19
Barber	151	151	161	157K	158	154K	164	160K	156	156	176	172K	143	139K	187	18
(RED) Bayboro	163	163	161	157K	158	154K	158	154K	168	168	173	169K	144	140K	181	17
(RED) Bayboro	153	153	151	147K	142	138K	144	140K	158	158	163	159K	130	126	167	16
(RED) Belhaven	154	154	156	151K	143	139K	146	142K	159	159	164	160K	125	121K	172	16
(RED) Belhaven	142	142	142	138K	130	126K	134	130K	147	147	152	148K	113	109K	160	15
Black Mountain	163	163	179	175K	173	169K	179	175K	168	168	193	189K	161	157K	211	20
Broadway	153	153	167	163K	161	157K	167	163K	158	158	182	178K	143	139K	185	18
Burlington	143	143	154	150K	151	147K	154	150K	148	148	167	163K	137	133K	179	17
Burnsville	161	161	180	180K	173	169K	183	179K	166	166	192	192K	168	162K	205	20
(RED) Cairo	148	148	156	151K	149	145K	156	151K	153	153	170	166K	134	130K	181	17
(RED) Cairo	142	142	148	144K	143	139K	148	144K	147	147	163	159K	128	124K	174	17
Chapel Hill Station	145	145	154	150K	149	145K	155	151K	150	150	167	163K	134	130K	179	17
Charlotte	154	154	167	163K	161	157K	167	163K	159	159	182	178K	149	145K	194	19
Clarkton	163	163	170	166K	164	160K	170	166K	168	168	189	185K	150	146K	198	19
Cliffside	166	166	176	172K	170	166K	179	175K	171	171	198	189K	158	154K	201	19
Clinton	160	160	158	154K	152	148K	161	157K	165	165	173	169K	140	136K	184	18
(RED) Columbia	154	154	152	148K	145	139K	146	142K	159	159	164	160K	126	121K	169	16
(RED) Columbia	142	142	138	134K	140	136K	134	130K	147	147	152	148K	113	109K	157	15
Cove	151	151	156	151K	146	142K	149	145K	156	156	164	160K	126	121K	178	17
(RED) Cranberry	180		180		163		183	188	125		182		131	131	177	17
(RED) Cranberry	137		168		161		171	171	142		170		130	130	194	19
Crestmont	151	151	188	188	196	196	205	201K	184	184	214	214	167	163K	217	21
Dunn	151	151	156	151K	152	148K	158	154K	156	156	170	166K	137	133K	181	17
Durham	136	136	146	142K	143	139K	150	146K	143	143	160	156K	130	126K	171	17
(RED) Eagle Springs	154	154	164	160K	161	157K	167	163K	159	159	179	175K	151	147K	190	18

AR - All Rail.
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SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.																	
	Russell		Sayre		Scranton		Stamford		Sunset		Syracuse		Trenton		Waterfield			
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR		
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).																	
NORTH CAROLINA - Con.																		
(D) Eagle Springs	146	146	156	152K	155	151K	159	155K	151	151	172	168K	141	137K	183	179K		
East La Port	175	175	193	189K	185	181K	193	189K	180	180	203	199K	175	171K	220	216K		
(D) Edenton	151	151	149	145K	137	133K	139	135K	156	156	156	151K	119	115K	163	159K		
(D) Edenton	140	140	138	134K	127	123K	129	124K	145	145	144	140K	109	105K	152	148K		
(D) Elizabeth City	146	146	144	140K	134	130K	134	130K	151	151	151	147K	116	112K	159	155K		
(D) Elizabeth City	136	136	134	130K	124	120K	124	120K	141	141	141	137K	105	101K	149	145K		
Farmville	152	152	151	147K	144	140K	147	143K	157	157	164	160K	131	127K	175	171K		
(D) Farrington	145	145	156	151K	149	145K	155	151K	150	150	170	166K	134	130K	181	177K		
(D) Farrington	138	138	148	144K	143	139K	148	144K	143	143	163	159K	128	124K	174	170K		
Fayetteville	154	154	161	157K	156	151K	161	157K	159	159	176	172K	140	136K	187	183K		
Fontana	178	178	198	192K	189	185K	196	192K	183	183	210	206K	180	176K	229	225K		
Forest City	162	162	176	172K	170	166K	179	175K	168	168	193	189K	168	164K	201	197K		
Garland	160	160	164	160K	161	157K	167	163K	165	165	179	175K	146	142K	190	186K		
Gastonia	157	157	170	166K	154	160K	173	169K	162	162	185	181K	152	148K	198	194K		
Gibson	160	160	167	163K	161	157K	170	166K	165	165	182	178K	149	145K	194	190K		
Goldsboro	152	152	151	147K	146	142K	151	147K	157	157	164	160K	134	130K	176	172K		
Greensboro	136	135	146	142K	143	139K	146	142K	140	140	160	156K	130	126K	171	167K		
Greenville	149	149	147	143K	144	140K	147	143K	154	154	161	157K	128	124K	169	165K		
Hamlet	157	157	167	163K	161	157K	167	163K	162	162	182	178K	146	142K	194	190K		
Hayesville	199	199	217	213K	211	207K	217	213K	204	204	228	224K	202	1950	249	2427		
Henderson	137	137	134	130K	132	128K	139	135K	142	142	149	145K	119	115K	160	156K		
Hendersonville	166	166	185	181K	179	175K	185	181K	151	151	199	195K	166	162K	211	207K		
Henrietta	163	163	176	172K	170	166K	176	172K	168	168	193	189K	156	154K	201	197K		
High Point	142	142	154	150K	149	145K	154	150K	147	147	167	163K	137	133K	179	175K		
Huntdale	136	136	154	150K	147	143K	157	153K	141	141	166	162K	141	137K	184	180K		
Jacksonville	174	174	172	168K	163	159K	166	162K	179	179	184	180K	151	147K	198	194K		
Kannapolis	139	139	155	151K	150	146K	155	151K	156	156	176	172K	139	135K	184	180K		
Kelford	140	140	139	135K	129	125K	132	128K	145	145	149	145K	116	112K	154	150K		
Kenansville	174	174	172	168K	166	162K	172	168K	169	169	187	183K	151	147K	198	194K		
Kinston	157	157	155	151K	149	145K	152	148K	162	162	170	166K	131	127K	178	172K		
Kona	144	144	162	158K	155	151K	165	161K	149	149	174	170K	149	145K	188	184K		
La Grange	157	157	155	151K	149	145K	155	151K	162	162	170	166K	134	130K	181	177K		
Lake Toxaway	175	175	193	189K	185	181K	193	189K	180	180	207	203K	175	171K	220	216K		
Lassiter	152	152	151	147K	146	142K	151	147K	157	157	164	160K	134	130K	176	172K		
Laurinburg	160	160	167	163K	161	157K	167	163K	165	165	182	178K	147	143K	194	190K		
Lawndale	168	168	182	178K	176	172K	182	178K	173	173	198	194K	163	159K	211	207K		
Leaksville	126	126	139	135K	134	130K	138	134K	131	131	151	147K	122	118K	162	158K		
Lenoir	160	160	173	169K	167	163K	173	169K	165	165	189	185K	152	148K	210	206K		
Lewiston	140	140	139	135K	129	125K	132	128K	145	145	149	145K	116	112K	154	150K		
Lexington	145	145	158	154K	152	148K	158	154K	150	150	173	169K	140	136K	184	180K		
(D) Lillington	148	148	158	154K	152	148K	158	154K	153	153	173	169K	137	133K	184	180K		
(D) Lillington	142	142	150	146K	144	140K	151	147K	147	147	166	162K	129	125K	176	172K		
Lincolnton	157	157	170	166K	164	160K	170	166K	162	162	186	181K	152	148K	198	194K		
Louisburg	140	140	139	135K	136	131K	142	136K	145	145	152	148K	122	118K	163	158K		
Lumberton	160	160	167	163K	161	157K	167	163K	165	165	182	178K	146	142K	194	190K		
Marion	180	180	176	172K	170	166K	176	172K	165	165	189	185K	155	151K	206	202K		
Marshall	183	183	185	181K	179	175K	185	181K	188	188	199	195K	167	163K	215	211K		
Marton	160	160	167	163K	161	157K	164	160K	165	165	179	175K	146	142K	190	186K		
(D) Midland	160	160	170	166K	167	163K	170	166K	165	165	182	178K	155	151K	194	190K		
(D) Midland	153	153	163	159K	160	156K	163	159K	158	158	176	172K	148	144K	187	182K		
Milton	127	127	138	134K	134	130K	139	135K	132	132	151	147K	121	117K	163	159K		
(D) Missellie	154	154	152	148K	143	139K	146	142K	159	159	164	160K	125	121K	169	165K		
(D) Missellie	142	142	139	135K	130	126K	134	130K	147	147	152	148K	113	109K	157	153K		

AR - All Rail.
RWR - Rail-Water and Rail.

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SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS — And Stations taking same Rates as shown on pages 11 to 95 of Tariff as amended, inclusive.															
	Russell		Sayre		Scranton		Stamford		Sunset		Syracuse		Trenton		Uniontown	
	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Con.																
Monroe	160	160	170	166K	164	160K	173	169K	165	165	185	181K	152	148K	183	179
Mooresville	139	139	164	160K	158	154K	164	160K	156	156	179	175K	146	142K	194	190
Mt. Airy	148	148	161	157K	155	151K	164	160K	153	153	176	172K	143	139K	190	186
Murphy	181	181	199	195K	196	192K	199	195K	186	186	213	209K	185	179D	216	209
(2D) New Bern	160	160	158	154K	151	147K	155	151K	165	165	170	166K	141	137K	178	174
(2D) New Bern	151	151	149	145K	138	134K	141	137K	156	156	161	157K	132	128K	165	161
Newport	166	166	165	161K	161	157K	165	161K	171	171	176	172K	149	145K	187	183
Newton	157	157	169	163K	161	157K	170	166K	162	162	182	178K	149	145K	188	178
North Wilkesboro	154	154	164	160K	158	154K	179	166K	159	159	179	175K	149	145K	194	190
(2D) Oakboro	156	156	167	163K	164	160K	167	163K	161	161	182	178K	151	147K	194	190
(2D) Oakboro	150	150	161	157K	157	153K	160	156K	155	155	175	171K	145	141K	187	183
Oxford	133	133	134	130K	131	127K	138	134K	138	138	147	143K	118	114K	159	155
Pembroke	160	160	164	160K	158	154K	164	160K	165	165	179	175K	146	142K	190	186
Pinetops	151	151	150	146K	146	142K	150	146K	156	156	163	159K	133	129K	176	172
Pittsboro	148	148	158	154K	152	148K	158	154K	153	153	173	169K	137	133K	184	180
(2D) Plymouth	151	151	150	146K	140	136K	143	139K	156	156	160	156K	122	118K	165	161
(2D) Plymouth	139	139	138	134K	128	124K	131	127K	144	144	147	143K	110	106K	152	148
Potecasi	140	140	126	122K	129	125K	132	128K	145	145	149	145K	116	112K	154	150
(2D) Putnam	151	151	161	157K	155	151K	161	157K	156	156	176	172K	142	138K	187	183
(2D) Putnam	144	144	154	150K	149	145K	155	151K	149	149	169	165K	136	132K	180	176
Raeford	157	157	164	160K	158	154K	164	160K	162	162	179	175K	143	139K	190	186
Raleigh	145	145	147	143K	144	140K	151	147K	150	150	161	157K	131	127K	172	168
Ramseur	145	145	157	153K	152	148K	157	153K	150	150	171	167K	137	133K	182	178
Reidsville	126	126	138	134K	134	130K	138	134K	131	131	151	147K	121	117K	162	158
Roanoke Rapids	128	128	127	123K	123	119K	127	123K	133	133	140	136K	110	106K	151	147
Robbinsville	181		199		193		199		186		213		185		232	
(2D) Rockton	148	148	152	148K	149	145K	155	151K	153	153	167	163K	134	130K	178	174
(2D) Rockton	141	141	145	141K	143	139K	147	143K	146	146	160	156K	128	124K	171	167
Rocky Mount	136	136	134	130K	131	127K	134	130K	141	141	147	143K	118	114K	159	155
Roxboro	130	130	138	134K	131	127K	138	134K	135	135	147	143K	118	114K	150	146
St. Paul	164	164	175	171K	168	164K	175	171K	169	169	190	186K	150	146K	200	196
Salisbury	148	148	161	157K	155	151K	161	157K	153	153	176	172K	140	136K	187	183
Sanford	148	148	158	154K	152	148K	158	154K	153	153	173	169K	137	133K	184	180
Scotland Neck	137	137	135	131K	132	128K	135	131K	142	142	149	145K	120	116K	157	153
Selma	151	151	151	147K	146	142K	151	147K	156	156	164	160K	134	130K	176	172
Shelby	160	160	173	169K	167	163K	173	169K	165	165	189	185K	156	151K	201	197
Siler City	145	145	158	154K	152	148K	161	157K	150	150	173	169K	140	136K	184	180
Siloam	148	148	158	154K	152	148K	164	160K	153	153	173	169K	143	139K	187	183
(2D) Star	151	151	164	160K	158	154K	168	164K	156	156	179	175K	146	142K	190	186
(2D) Star	144	144	158	154K	151	147K	154	150K	149	149	173	169K	139	135K	183	179
Statesville	151	151	164	160K	158	154K	167	163K	156	156	179	175K	146	142K	190	186
Sylva	172	172	189	185K	182	178K	189	185K	177	177	203	199K	172	168K	220	216
Tarboro	140	140	139	135K	136	131K	139	135K	145	145	152	148K	122	118K	163	159
Taylorsville	154	154	167	163K	161	157K	170	166K	159	159	182	178K	149	145K	194	190
(2D) Vanceboro	157	157	155	151K	149	145K	152	148K	162	162	170	166K	134	130K	181	177
(2D) Vanceboro	149	149	147	143K	141	137K	144	140K	154	154	163	159K	127	123K	173	169
Vandemere	160	160	156	154K	152	148K	155	151K	165	165	173	169K	134	130K	181	177
Varina	148	148	155	151K	149	145K	158	154K	153	153	170	166K	137	133K	181	177
Wadesboro	157	157	167	163K	164	160K	170	166K	162	162	182	178K	149	145K	194	190
Wallace	160	160	161	157K	156	151K	161	157K	165	165	173	169K	140	136K	184	180
Walnut Cove	142	142	154	150K	147	143K	157	153K	147	147	167	163K	137	133K	182	178
Warrenton	133	133	134	130K	128	124K	134	130K	138	138	144	140K	114	110K	156	152
Washington	153	153	151	147K	146	142K	149	145K	157	157	164	160K	128	124K	173	169
Weldon	128	128	127	123K	123	119K	127	123K	133	133	140	136K	110	106K	151	147
Whiteville	166	166	173	169K	167	163K	173	169K	171	171	185	181K	152	148K	198	194
Wilmington	166	166	164	160K	161	157K	167	163K	171	171	179	175K	146	142K	190	186

AR - All Rail.
RMR - Rail-Water and Rail.

to page 339 of Tariff:

SECTION 2A - Continued.

and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.															
	Russell		Sayre		Scranton		Stanford		Sunset		Syracuse		Trenton		Wakefield	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).															
NORTH CAROLINA - Conc.																
Leon	145	145	143	138K	140	136K	143	139K	150	150	156	152K	127	123K	168	164K
ndsor	156	156	154	150K	144	140K	148	144K	161	161	164	160K	132	128K	169	165K
nston-Salem	146	146	157	153K	152	148K	157	153K	150	150	170	166K	137	133K	182	178K
TENNESSEE																
mberland Gap	134	. . .	179	179	162	162	190	190	139	. . .	179	179	165	165	195	195
lizabethton	121	. . .	154	154	144	144	157	157	126	. . .	163	163	141	141	179	179
win	123	. . .	156	156	147	147	162	162	128	. . .	166	166	145	145	183	183
lston	123	. . .	156	156	147	147	162	162	128	. . .	166	166	145	145	183	183
nson City	121	. . .	154	154	144	144	157	157	126	. . .	163	163	141	141	179	179
ngsport	123	. . .	158	158	147	147	162	162	128	. . .	166	166	145	145	183	183
(2) Roan Mountain	120	. . .	150	. . .	143	. . .	153	153	125	. . .	162	. . .	131	131	177	177
(3) Roan Mountain	137	. . .	168	. . .	161	. . .	171	171	142	. . .	180	. . .	150	150	194	194
VIRGINIA																
palachia	129	. . .	170	170	157	157	167	167	134	. . .	175	175	158	158	191	191
ple	115	115	127	127	120	120	130	130	120	120	140	140	113	113	155	155
rrsville	128	128	127	123K	117	117N	120	120N	133	133	136	136N	103	103P	141	141
tham	119	119	131	131	128	128	131	131	124	124	144	144	114	114	156	156
rksville	125	125	130	130P	123	123	130	130	130	130	140	140P	110	110	151	151
nville	118	118	130	130	127	127N	130	130	123	123	143	143	113	113	155	155
lvale	157	. . .	185	185	170	170	179	175K	150	. . .	189	189	174	174N	208	204K
nniston	122	122	130	130R	127	127P	133	133N	127	127	143	143N	113	113N	152	152N
nwiddie	129	129	128	128	124	124	131	131	134	134	141	141	111	111P	152	152
ffield	152	. . .	182	182	165	165	174	174N	151	. . .	182	182	167	167	204	204P
poria	121	121	119	119	116	116P	119	119	126	126	132	132	102	102	144	144
ing	134	. . .	176	176	162	162	172	172	139	. . .	179	179	164	164	195	195
rt Blackmore	133	. . .	152	152	147	147	156	156	128	. . .	166	166	136	136	182	182
anklin	126	126	127	123K	117	117N	120	120N	133	. . .	136	136N	103	103P	141	141
te City	147	. . .	178	178	161	161	170	170	150	. . .	179	179	164	164	201	201
tna	115	115	127	127	123	123	127	127	120	. . .	140	140	110	110	156	156
bbard Springs	133	. . .	156	156	149	149	155	155	123	. . .	170	170	145	145	184	184
(1) Inlet	140	140	134	134	124	124	124	124	145	145	141	141	108	108	150	150
(1) Inlet	132	132	127	127	117	117	117	117	138	138	133	133	100	100	142	142
ysville	117	117	122	122	116	116	122	122	122	122	132	132	102	102	144	144
Crosse	125	125	123	123	120	120	127	127	130	130	136	136	107	107	148	148
wyers	115	115	127	127	123	123	127	127	120	120	140	140	110	110	151	151
eksville Jct	127	127	139	135K	134	130K	138	134K	132	132	151	147K	122	118K	162	158K
nnig	118	118	127	127R	123	123	130	130	123	123	140	140P	110	110	147	147
Kenney	125	125	123	123	120	120	127	127	130	130	136	136	107	107	149	149
rtinsville	126	126	138	138	131	131	141	141	131	131	151	151	124	124	166	166
ytown	152	. . .	180	180	165	165	174	174N	146	. . .	182	182	167	167	204	204P
ndota	149	. . .	194	194	158	158	167	167	154	. . .	179	179	159	159	194	194
rdee	155	. . .	185	185	168	168	177	173K	150	. . .	185	185	171	171	204	200K
(2) Pleasant Ridge	140	140	134	134	124	124	124	124	145	145	141	141	108	108	150	150
(2) Pleasant Ridge	132	132	127	127	117	117	117	117	138	138	133	133	100	100	142	142
cky Mount	119	119	131	131	124	124	134	134	124	124	144	144	118	118	159	159
(2) St. Brides	140	140	134	134	124	124	124	124	145	145	141	141	108	108	150	150
(2) St. Brides	132	132	127	127	117	117	117	117	138	138	133	133	100	100	142	142
t. Charles	162	. . .	188	188	175	175	184	184	154	. . .	185	185	177	177	208	208
uth Boston	123	123	131	130N	128	127P	134	134N	128	128	144	143N	114	114N	156	156P
eers Ferry	133	. . .	152	152	147	147	155	155	128	. . .	166	166	136	136	182	182
tony Creek	121	121	119	119	116	116	119	119	126	126	132	132	102	102	144	144
haley	128	128	127	123K	117	116R	120	120	133	133	136	136N	103	102P	141	140N

AR - All Rail.
RWR - Rail-Water and Rail.

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Add to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.					
	Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).					
KENTUCKY						
Anchor	149		220	220	165	
Bardstown	167		200	200	166	
Bell Farm	171		227	227	165	
Benton	176		219	219	182	
Bowling Green	179		228	228	169	
Brannon	152		195	195	165	
Burnside	156		222	222	182	
Cadiz	197		244	244	205	
Campbellsville	156		221	221	178	
Caneyville	169		221	221	178	
Carrollton	144		186	186	154	
Cayce	176		224	224	185	
Central City	177		227	227	185	
Cloverport	165		218	218	174	
Corbin	149		224	224	189	
Corydon	166		206	206	174	
Danville	140		206	206	165	
Elizabethtown	157		200	200	166	
Elkton	210		257	257	218	
Falmouth	136		178	178	146	
Flemingsburg	149		196	196	165	
Flemingsburg Jct	147		190	190	158	
Ford	156		202	202	162	
Fordsville	169		221	221	178	
Frankfort	141		202	202	166	
Fulton	183		227	227	188	
Georgetown	126		196	196	162	
Gilbertsville	176		221	221	182	
Glasgow	177		224	224	186	
Guthrie	189		236	236	197	
Harlan	131		186	186	184	
Hazard	167		231	231	185	
Hickman	190		240	240	196	
Hopkinsville	182		231	231	189	
Horse Cave	169		220	220	178	
Irvine	144		209	209	169	
Jackson	161		222	222	185	
Jeffersontown	154		196	196	163	
Lagrange	147		195	195	162	
Lawrenceburg	141		199	199	166	
Lebanon	147		213	213	169	
Lebanon Jct	153		196	196	162	
Lot	155		227	227	185	
Lynch	144		199	199	157	
McRoberts	176		227	227	189	
Madisonville	147		213	213	177	
Manchester	152		227	227	183	183
Mayfield	176		221	221	182	
Middlesboro	136	136	190	190	156	156
Midway	136		190	190	162	
Morganfield	185		206	206	176	
Mount Vernon	152		219	219	177	
Murray	179		230	230	190	
Newtown	189		198	198	168	
Owensboro	169		211	211	177	

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.					
	Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).					
KENTUCKY - Cont.						
Paris	136		190	190	159	
Pine Knot	167		227	227	159	
Princeton	182		232	232	189	
Providence	178		222	222	180	
Richmond	144		206	206	169	
Russellville	185		234	234	196	
Scottsville	198		252	252	208	
Shelbyville	144		195	195	159	
Spottsville	186		206	206	174	
Sturgis	174		217	217	188	
Switzer	141		202	202	186	
Thompsonville	193		242	242	200	
Milton	158		179	179	147	
West Point	154		198	198	165	
Whitesburg	178		234	234	196	
Wickliffe	176		219	219	180	
Williamsburg	152		227	227	189	
Williamstown	136		178	178	146	
Worthville	146		187	187	155	
NORTH CAROLINA						
Aberdeen	119	119	167	163K	189	185
Ahoskie	90	90	127	125K	180	146
Albemarle	119	119	167	163K	189	185
Almond	188	188	210	206K	217	213
Andrews	184	184	218	208K	221	211
(2nd) Arthur	107	107	156	141K	179	178
(2nd) Arthur	101	101	148	146K	174	170
Asheboro	116	116	164	160K	185	181
Asheville	141	141	198	188K	207	205
Ashford	134	134	184	180K	191	187
Barber	119	119	167	163K	189	185
(2nd) Bayboro	126	126	161	157K	185	185
(2nd) Bayboro	116	116	147	143K	176	176
(2nd) Belhaven	110	110	152	148K	170	170
(2nd) Belhaven	98	98	140	136K	164	164
Black Mountain	136	136	196	196K	223	185
Broadway	121	121	173	169K	185	185
Burlington	113	113	161	157K	177	176
Burnsville	143	143	189	185K	197	185
(2nd) Cairo	111	111	161	157K	179	185
(2nd) Cairo	106	106	156	151K	172	185
Chapel Hill Station	110	110	161	157K	177	176
Charlotte	134	134	178	169K	185	185
Clarkton	131	131	176	176K	196	185
Cliffside	137	137	182	178K	203	185
Clinton	113	113	164	160K	185	185
(2nd) Columbia	114	114	149	145K	176	185
(2nd) Columbia	101	101	137	135K	161	185
Cove	114	114	168	154K	189	185
(2nd) Cranberry	113		164	164	187	
(2nd) Cranberry	131		188	188	185	
Crestmont	170	170	212	208K	227	227
Dana	113	113	161	157K	185	185
Durham	106	106	155	149K	169	185

AR - All Rail.
RWR - Rail-Water and Rail.

d to page 339 of Tariff:

SECTION 2A - Continued.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.						To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.					
	Washington		Waterbury		Watertown			Washington		Waterbury		Watertown	
	AR	RNR	AR	RNR	AR	RNR		AR	RNR	AR	RNR	AR	RNR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).							APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).					
NORTH CAROLINA - Cont.							NORTH CAROLINA - Cont.						
(2) Eagle Springs	129	129	170	166K	193	189K	Mt. Airy	119	119	170	166K	185	181K
(2) Eagle Springs	122	122	161	157K	186	182K	Murphy	164	164	213	209K	224	220K
ast La Port	161	161	207	203K	213	209K	(2) New Bern	122	122	158	154K	182	178K
(2) Edenton	102	102	145	141K	166	161K	(2) New Bern	113	113	145	141K	173	169K
(2) Edenton	92	92	134	130K	154	150K	Newport	130	130	170	166K	186	181K
(2) Elizabeth City	102	102	140	136K	161	157K	Newton	125	125	173	169K	193	189K
(2) Elizabeth City	93	93	131	127K	151	147K	North Wilkesboro	125	125	173	169K	193	189K
arsville	108	108	155	151K	174	170K	(2) Oakboro	131	131	173	169K	193	189K
(2) Farrington	110	110	161	157K	179	175K	(2) Oakboro	125	125	167	163K	186	182K
(2) Farrington	103	103	155	151K	172	168K	Oxford	98	98	141	137K	157	153K
ayetteville	116	116	164	160K	186	181K							
ontana	159	159	210	206K	221	217K	Pembroke	122	122	170	166K	189	185K
reat City	137	137	196	492K	205	199K	Pinetops	111	111	156	152K	173	169K
arland	125	125	170	166K	193	189K	Pittsboro	113	113	164	160K	182	178K
astonia	129	129	176	172K	196	192K	(2) Plymouth	106	106	146	142K	169	165K
ibson	127	127	173	169K	193	189K	(2) Plymouth	97	87	134	130K	157	157K
oldsboro	106	106	157	153K	174	170K	Potecasi	99	99	135	131K	158	154K
reensboro	107	107	153	149K	169	165K	(2) Putnam	122	122	167	163K	189	185K
reenville	109	109	151	147K	171	167K	(2) Putnam	115	115	160	156K	182	178K
alifax	124	124	176	172K	193	189K	Raeford	122	122	170	166K	189	185K
ayesville	181	181	231	227K	239	235K	Raleigh	106	106	154	150K	171	167K
enderson	97	97	142	138K	158	154K	Ramseur	113	113	164	160K	180	176K
ndersonville	145	145	199	195K	210	206K	Reidsville	98	98	144	140K	161	157K
arietta	137	137	182	178K	205	199K	Roanoke Rapids	88	88	133	129K	150	146K
igh Point	110	110	161	157K	177	173K	Robbinsville	164	...	213	...	224	...
untsdale	118	118	177	173K	172	168K	(2) Rockton	111	111	158	154K	179	175K
cksonville	131	131	178	174K	207	203K	(2) Rockton	105	105	151	147K	172	168K
nnapolis	118	118	161	157K	176	171K	Rocky Mount	98	98	141	137K	157	153K
lford	99	99	135	131K	158	154K	Roxboro	98	98	141	137K	157	153K
nansville	129	129	178	174K	199	195K	St. Paul	129	129	177	173K	199	195K
nston	110	110	157	153K	180	176K	Salisbury	116	116	167	163K	186	181K
ma	125	125	177	173K	179	175K	Sanford	113	113	164	160K	184	180K
n Grange	111	111	161	157K	179	175K	Scotland Neck	98	98	139	135K	158	154K
ke Tomeway	154	154	207	203K	213	209K	Selma	106	106	157	153K	174	170K
assiter	106	106	157	153K	174	170K	Shelby	132	132	179	175K	199	195K
aurinburg	127	127	173	169K	193	189K	Siler City	113	113	164	160K	184	180K
endale	141	141	188	184K	208	204K	Silcam	119	119	167	163K	184	180K
eaksville	98	98	144	140K	161	157K	(2) Star	125	125	170	166K	189	185K
enoir	131	131	179	175K	207	203K	(2) Star	118	118	163	159K	183	179K
ewiston	99	99	135	131K	158	154K	Statesville	121	121	170	166K	189	185K
exington	113	113	164	160K	184	180K	Sylva	161	161	205	199K	213	209K
(2) Lillington	115	115	164	160K	182	178K	Tarboro	100	100	145	141K	162	158K
(2) Lillington	107	107	156	152K	174	170K	Taylorsville	124	124	173	169K	193	189K
incolnton	129	129	178	172K	196	192K	(2) Vanceboro	115	115	161	157K	179	175K
ouisburg	100	100	145	141K	162	158K	(2) Vanceboro	107	107	155	149K	171	167K
umberton	125	125	173	169K	193	189K	Vandemere	113	113	161	157K	185	181K
arion	140	140	190	186K	196	194K	Varina	110	110	161	157K	180	176K
arshall	140	140	196	192K	208	204K	Wadesboro	125	125	173	169K	193	189K
axton	125	125	170	166K	193	189K	Wallace	116	116	164	160K	185	181K
(2) Midland	134	134	178	172K	196	192K	Walnut Cove	113	113	149	145K	174	170K
(2) Midland	127	127	169	165K	190	186K	Warrenton	92	92	138	134K	154	150K
ilton	98	98	145	141K	161	157K	Washington	108	108	154	150K	174	170K
(2) Mizzel	110	110	149	145K	173	169K	Weldon	88	88	133	129K	150	146K
(2) Mizzel	98	98	137	133K	161	157K	Whiteville	132	132	178	172K	196	192K
	129	129	178	172K	196	192K	Wilmington	125	125	170	166K	193	189K
	121	121	170	166K	177	173K	Wilson	102	102	150	146K	169	165K

All Rail.
Rail-Water and Rail.

Add to page 339 of Tariff:

SECTION 2A - Concluded.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.					
	Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff, as amended, inclusive).					
NORTH CAROLINA - Conc.						
Windsor	115	115	151	147K	174	170K
Winston-Salem	113	113	164	160K	180	176K
TENNESSEE						
Cumberland Gap	135	. . .	190	190	188	188
Elizabethton	114	. . .	164	164	168	168
Erwin	118	. . .	168	168	172	172
Holston	118	. . .	168	168	172	172
Johnson City	114	. . .	164	164	168	168
Kingsport	118	. . .	168	168	172	172
(202) Roan Mountain	113	. . .	164	164	162	. . .
(203) Roan Mountain	131	. . .	182	182	185	. . .
VIRGINIA						
Appalachia	131	. . .	186	186	184	184
Apple	92	92	136	136	146	146
Carrsville	87	87	123	123	146	146N
Chatham	91	91	138	138	154	154
Clarksville	88	88	133	133	150	150P
Danville	90	90	136	136	153	153
Delvale	146	. . .	196	191K	196	196
Danniston	92	92	136	136P	153	153N
Dinwiddie	88	88	134	134	151	151
Duffield	140	. . .	191	191N	196	196
Emporia	79	79	125	125	142	142
Ewing	135	. . .	190	190	188	188

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive.					
	Washington		Waterbury		Watertown	
	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive).					
VIRGINIA - Conc.						
Fort Blackmore	110	. . .	159	159	172	172
Franklin	87	87	123	123	146	146
Gate City	136	. . .	187	187	193	193
Gretna	87	87	133	133	150	150
Hubbard Springs	118	. . .	167	167	179	179
(200) Inlet	97	97	131	131	151	151
(201) Inlet	89	89	123	123	143	143
Keysville	79	79	125	125	142	142
La Crosse	84	84	130	130	146	146
Lawyers	87	87	133	133	150	150
Lawsville Jct.	98	98	144	140K	161	157K
Lennig	89	89	133	133	150	150
McKenney	84	84	130	130	146	146
Martinsville	103	103	147	147	157	157
Maytown	140	. . .	191	191N	193	193
Mendota	131	. . .	184	184	189	189
Pardee	144	. . .	195	191K	196	196
(200) Pleasant Ridge	97	97	131	131	151	151
(201) Pleasant Ridge	89	89	123	123	143	143
Rocky Mount	97	97	141	141	151	151
(200) St. Brides	97	97	131	131	151	151
(201) St. Brides	89	89	123	123	143	143
St. Charles	149	. . .	201	201	196	196
South Boston	94	94	138	137N	154	153N
Spears Ferry	106	. . .	159	159	172	172
Stony Creek	79	79	125	125	150	150
Whaley	92	92	123	123R	146	146

AR - All Rail.
RWR - Rail-Water and Rail.

Change Page 340 of Tariff:

SECTION 3

TABLE OF RATES

Applicable in connection with Rate Basis Numbers provided for in Section 1, 1A, 2 and 2A of Tariff as amended.

The Class Rates published in this Section are Governed by the Southern Classification and Exceptions thereto as provided for on the Title pages of Sections 1, 1A, 2 and 2A of Tariff, as amended.

ALTERNATIVE APPLICATION OF COMBINATION RATES

For Alternative Application of Combination Rates, see Rule as shown in Item No. 10 of Tariff, as amended.

Add to pages 341 to 404, inc., of Tariff, as amended.

SECTION 3

For Application, see page 340 of Tariff as amended.

RATES IN CENTS PER 100 POUNDS

RATE BASIS NUMBERS (As shown on pages 283 to 339, inc., of Tariff, as amended).	CLASSES																							
	300	250	200	150	125	1 or 100	2 or 85	77½	75	3 or 70	65	60	4 or 55	50	5 or 45	6 or 40	37½	7 or 35	32½	8 or 30	27½	9 or 25	10 or 22½	11 or 20	12 or 17½
	COMMODITY RATE COLUMNS																							
	300	250	200	150	125	1 or 100	2 or 85	77½	75	3 or 70	65	60	4 or 55	50	5 or 45	6 or 40	37½	7 or 35	32½	8 or 30	27½	9 or 25	10 or 22½	11 or 20	12 or 17½
70	210	175	140	105	88	70	60	54	53	49	46	42	39	35	32	28	26	25	23	21	19	18	16	14	12
71	213	178	142	107	89	71	60	55	53	50	46	43	39	36	32	28	27	25	23	21	20	18	16	14	12
72	216	180	144	108	90	72	61	56	54	50	47	43	40	36	32	29	27	26	23	22	20	18	16	14	13
73	219	183	146	110	91	73	62	57	55	51	47	44	40	37	33	29	27	26	24	22	20	18	16	15	13
74	222	185	148	111	93	74	63	57	56	52	48	44	41	37	33	30	28	26	24	22	20	19	17	15	13
75	225	188	150	113	94	75	64	58	56	53	49	45	41	38	34	30	28	26	24	23	21	19	17	15	13
76	228	190	152	114	95	76	65	59	57	53	49	46	42	38	34	30	29	27	25	23	21	19	17	15	13
77	231	193	154	116	96	77	65	60	58	54	50	46	42	39	35	31	29	27	25	23	21	19	17	15	13
78	234	195	156	117	98	78	66	60	59	55	51	47	43	39	35	31	29	27	25	23	21	20	18	16	14
100K	300	250	200	150	125	100	85	78	75	70	65	60	55	50	45	40	38	34	32	29	27	24	23	20	18
108E	324	270	216	162	135	108	92	84	81	76	70	65	59	54	49	43	40	37	34	32	29	26	24	22	19
111K	333	278	222	167	139	111	94	86	83	78	72	67	61	56	50	44	41	38	35	33	30	27	25	22	19
112P	336	280	224	168	140	112	95	87	84	78	73	67	62	56	50	45	42	39	36	34	31	28	25	22	20
118M	354	295	236	177	148	118	100	91	89	83	77	71	65	59	53	47	44	41	38	35	32	30	27	24	21
119E	357	298	238	179	149	119	101	92	89	83	77	71	65	60	54	47	44	41	38	35	32	29	27	24	21
119K	357	298	238	179	149	119	101	92	89	83	77	71	65	60	54	48	45	41	38	35	32	29	27	24	21
122R	366	305	244	183	153	122	104	95	92	85	79	73	67	61	55	49	46	43	40	37	34	31	27	24	21
128P	384	320	256	192	160	128	109	99	96	90	83	77	70	64	58	51	48	45	42	38	35	32	29	26	23
130E	390	325	260	195	163	130	111	101	98	91	85	78	72	65	59	52	48	45	42	38	35	31	29	26	23
132M	396	330	264	198	165	132	112	102	99	92	86	79	73	66	59	53	50	46	43	40	36	33	30	26	23
133K	399	333	266	200	166	133	113	105	100	93	86	80	73	67	60	53	49	46	43	39	36	32	30	27	23
136P	405	338	270	203	169	135	115	105	101	95	88	81	74	68	61	54	51	47	44	41	37	34	30	27	24
141E	423	353	282	212	176	141	120	109	106	99	92	85	78	71	63	56	53	49	45	41	38	34	32	28	25
142P	426	355	284	213	178	142	121	110	107	99	92	85	78	71	64	57	53	50	46	43	39	36	32	28	25
144K	432	360	288	216	180	144	122	112	108	101	94	86	79	72	65	57	54	50	46	42	39	35	32	29	25
146P	438	365	292	219	183	146	124	113	110	102	95	88	80	73	66	58	55	51	47	44	40	37	33	29	26
148R	444	370	296	222	185	148	126	115	111	104	96	89	81	74	67	59	56	52	48	44	41	37	33	30	26
148P	444	370	296	222	185	148	126	115	111	104	95	89	81	74	67	59	56	52	48	44	41	37	33	30	26
149M	447	373	298	224	186	149	127	115	112	104	97	89	82	75	67	60	56	52	48	45	41	37	34	30	26
150M	450	375	300	225	188	150	128	116	113	105	98	90	83	75	68	60	56	53	49	45	41	38	34	30	26
152E	456	380	304	228	190	152	129	118	114	106	99	91	84	76	68	61	57	53	49	45	41	37	34	30	27
156C	465	388	310	233	194	156	132	120	116	109	101	93	85	78	70	62	58	54	50	46	42	38	35	31	27
156K	465	388	310	233	194	156	132	120	116	109	101	93	85	78	70	62	58	54	50	46	42	38	35	31	27
158G	474	395	316	237	198	158	134	122	119	111	103	95	87	79	71	63	59	55	51	47	43	39	36	32	28
161M	483	403	322	242	201	161	137	125	121	113	105	97	89	81	72	64	60	56	52	48	44	40	36	32	28
162P	486	405	324	243	203	162	138	126	122	113	105	97	89	81	73	65	61	57	53	49	44	40	36	32	28
162Q	486	405	324	243	203	162	138	126	122	113	105	97	89	81	73	65	61	57	53	49	44	40	36	32	28
163C	489	408	326	245	204	163	139	126	122	114	106	98	90	82	73	65	61	57	53	49	44	40	37	33	29
163E	489	408	326	245	204	163	139	126	122	114	106	98	90	81	73	65	61	57	53	49	44	40	37	33	29
163F	489	408	326	245	204	163	139	126	122	114	106	98	90	81	73	65	61	57	53	49	45	41	37	33	29
164C	492	410	328	246	205	164	139	127	123	115	107	98	90	82	74	66	62	57	53	49	45	40	37	33	29
165C	495	413	330	248	206	165	140	128	124	116	107	99	91	83	74	66	62	58	54	49	45	41	37	33	29
166F	498	415	332	249	208	166	141	129	125	116	108	100	91	83	75	66	62	58	54	50	46	41	37	33	29
166G	498	415	332	249	208	166	141	129	125	116	108	100	91	83	75	66	62	58	54	50	46	42	37	33	29
166H	498	415	332	249	208	166	141	129	125	116	108	100	91	83	75	66	62	58	54	49	45	41	37	33	29
166K	498	415	332	249	208	166	141	129	125	116	108	100	91	83	75	66	62	58	54	49	45	41	37	33	29
167C	501	418	334	251	209	167	142	129	125	117	109	100	92	84	76	67	63	58	54	50	45	41	38	33	29
167G	501	418	334	251	209	167	142	129	125	117	109	100	92	84	76	67	63	58	54	50	46	41	38	33	29
169E	507	423	338	254	211	169	144	131	127	118	110	101	93	85	76	67	63	59	54	50	45	41	38	33	29
170G	510	425	340	255	213	170	145	132	128	119	111	102	94	85	77	68	64	60	56	51	46	42	38	34	30
171F	513	428	342	257	214	171	145	133	128	120	111	103	94	86	77	68	64	60	56	51	47	43	38	34	30
171G	513	428	342	257	214	171	145	133	128	120	111	103	94	86	77	68	64	60	56	51	47	42	38	34	30
172F	516	430	344	258	215	172	146	133	129	120	112	103	95	86	77	69	65	60	56	52	47	43	38	34	30
173F	519	433	346	260	216	173	147	134	130	121	112	104	95	87	78	69	65	61	56	52	47	43	39	35	30
173G	519	433	346	260	216	173	147	134	130	121	112	104	95	87	78	69	65	61	56	52	47	43	39	35	30

δ Reduction.

† Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Company, Philadelphia & Norfolk Steamship Co., or Bull Steamship Line.

‡ Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Co., or Philadelphia & Norfolk Steamship Co.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I.

Add to pages 341 to 404, inc., of Tariff, as amended.

SECTION 3

For Application, see page 340 of Tariff as amended.

RATES IN CENTS PER 100 POUNDS

RATE BASIS NUMBERS (As shown on pages 283 to 339, inc., of Tariff, as amended).	CLASSES																							
	300	250	200	150	125	1 or 100	2 or 85	77½	75	3 or 70	65	60	4 or 55	50	5 or 45	6 or 40	37½	7 or 35	32½	8 or 30	‡ 27½	9 or 25	†10 or 22½	†11 or 20	†12 or †17½
	COMMODITY RATE COLUMNS																							
	300	250	200	150	125	1 or 100	2 or 85	77½	75	3 or 70	65	60	4 or 55	50	5 or 45	6 or 40	37½	7 or 35	32½	8 or 30	‡ 27½	9 or 25	†10 or 22½	†11 or 20	†12 or †17½
173E	519	433	346	260	216	173	147	134	130	121	112	104	95	87	78	69	65	60	56	51	47	43	39	35	30
174C	522	436	348	261	218	174	141	136	131	122	113	104	96	87	78	70	65	61	56	52	47	43	39	35	30
174E	522	436	348	261	218	174	141	135	131	122	113	104	96	87	78	69	65	60	56	51	47	42	39	35	30
174F	522	436	348	261	218	174	141	135	131	122	113	104	96	87	78	70	65	61	57	52	48	43	39	35	30
175F	525	438	350	263	219	175	149	136	131	123	114	105	96	88	79	70	66	61	57	53	48	44	39	35	31
176D	525	438	350	263	219	175	149	136	131	123	114	105	96	88	79	70	66	61	57	52	48	43	39	35	31
176C	528	440	352	264	220	176	150	136	132	123	114	106	97	88	79	70	66	62	57	53	48	43	40	35	31
177D	531	443	354	266	221	177	150	137	133	124	115	106	97	89	80	71	66	62	57	53	48	44	40	35	31
178F	534	456	356	267	233	178	151	138	134	125	116	107	98	89	80	71	67	62	58	53	49	44	40	36	31
179D	537	448	358	269	224	179	152	139	134	126	116	107	98	90	81	72	67	63	58	54	49	44	40	36	31
182F	549	456	366	275	229	183	156	142	137	128	119	110	101	92	82	73	69	64	59	55	50	46	41	37	32
182H	549	456	366	275	229	183	156	142	137	128	119	110	101	92	82	73	69	64	59	54	50	45	41	37	32
182N	549	456	366	275	229	183	156	142	137	128	119	110	101	92	82	73	69	64	59	55	50	46	41	37	32
184C	552	460	368	276	230	184	156	143	138	129	120	110	101	92	83	74	69	64	60	55	50	45	41	37	32
186C	555	463	370	278	231	185	157	143	139	130	120	111	102	93	83	74	69	65	60	55	50	46	42	37	32
186C	558	465	372	279	233	186	158	144	140	130	121	112	102	93	84	74	70	65	60	56	51	46	42	37	33
186N	558	465	372	279	233	186	158	144	140	130	121	112	102	93	84	74	70	65	60	56	51	47	42	37	33
187F	561	468	374	281	234	187	159	145	140	131	122	112	103	94	84	75	70	65	61	56	51	47	42	37	33
187G	561	468	374	281	234	187	159	145	140	131	122	112	103	94	84	75	70	65	61	56	51	46	42	37	33
187H	561	468	374	281	234	187	159	145	140	131	122	112	103	94	84	75	70	65	60	56	51	46	42	37	33
188C	564	470	376	282	235	188	160	146	141	132	122	113	103	94	85	75	71	66	61	56	51	46	42	37	33
188G	564	470	376	282	235	188	160	146	141	132	122	113	103	94	85	75	71	66	61	56	51	47	42	37	33
191B	573	478	382	287	239	191	162	148	143	134	124	115	105	96	86	76	72	67	62	57	52	47	43	38	33
191G	573	478	382	287	239	191	162	148	143	134	124	115	105	96	86	76	72	67	62	57	52	47	43	38	33
191N	573	478	382	287	239	191	162	148	143	134	124	115	105	96	86	76	72	67	62	57	53	48	43	38	33
192E	576	480	384	288	240	192	163	149	144	134	125	115	106	96	86	77	72	67	62	57	52	47	43	39	34
194H	582	486	388	291	243	194	165	150	146	136	126	116	107	97	87	78	73	68	63	58	53	48	44	39	34
196G	585	488	390	293	244	195	166	151	146	137	127	117	107	98	88	78	73	68	63	58	53	48	44	39	34
196F	588	490	392	294	245	196	167	152	147	137	127	118	108	98	88	78	74	69	64	59	54	49	44	39	34
197C	591	493	394	296	246	197	167	153	148	138	128	118	108	99	89	79	74	69	64	59	54	49	44	39	34
197F	591	493	394	296	246	197	167	153	148	138	128	118	108	99	89	79	74	69	64	59	54	49	44	39	34
197N	591	493	394	296	246	197	167	153	148	138	128	118	108	99	89	79	74	69	64	59	54	49	44	39	34
198F	594	495	396	297	248	198	168	153	149	139	129	119	109	99	89	79	74	69	64	59	54	49	45	40	35
198N	594	495	396	297	248	198	168	153	149	139	129	119	109	99	89	79	74	69	64	59	54	49	45	40	35
199A	597	498	398	299	249	199	169	154	149	139	129	119	109	100	90	80	75	70	65	60	55	50	45	40	35
199K	597	498	398	299	249	199	169	154	149	139	129	119	109	100	90	80	75	70	65	60	55	50	45	40	35
199M	597	498	398	299	249	199	169	154	149	139	129	119	109	100	90	80	75	70	65	60	55	50	45	40	35
200B	600	500	400	300	250	200	170	155	150	140	130	120	110	100	90	80	76	70	65	60	55	50	45	40	35
201N	603	503	402	302	251	201	171	156	151	141	131	121	111	101	90	80	75	70	65	60	55	50	45	40	35
203F	609	508	406	305	254	203	173	157	152	142	132	122	112	102	91	81	76	71	66	61	56	51	46	41	36
204P	612	510	408	306	255	204	173	158	153	143	133	122	112	102	92	82	77	71	66	61	56	51	46	41	36
207P	621	518	414	311	259	207	176	160	155	145	135	124	114	104	93	83	78	72	67	62	57	52	47	41	36
208D	624	520	416	312	260	208	177	161	156	146	135	125	114	104	94	83	78	73	67	62	56	51	47	42	36
210C	630	526	420	315	263	210	179	163	158	147	137	126	116	105	95	84	79	74	68	63	57	52	47	42	37
210E	630	526	420	315	263	210	179	163	158	147	137	126	116	105	94	84	78	73	68	62	57	52	47	42	37
210N	630	526	420	315	263	210	179	163	158	147	137	126	116	105	95	84	79	74	68	63	58	53	47	42	37
211N	633	528	422	317	264	211	179	164	158	148	137	127	116	106	95	84	79	74	69	63	58	53	47	42	37
213A	639	533	426	320	266	213	181	165	160	149	138	128	117	106	95	85	79	74	69	64	59	53	48	43	37
213G	639	533	426	320	266	213	181	165	160	149	138	128	117	106	95	85	79	74	69	64	58	53	48	43	37
213N	639	533	426	320	266	213	181	165	160	149	138	128	117	106	95	85	79	74	69	64	59	53	48	43	37
216F	648	540	432	324	270	216	184	167	162	151	140	130	119	108	97	86	81	76	70	65	59	54	49	43	38
217N	651	543	434	326	271	217	184	168	163	152	141	130	119	109	98	87	81	76	70	65	59	54	49	43	38
217N	651	543	434	326	271	217	184	168	163	152	141	130	119	109	98	87	81	76	71	65	60	54	49	43	38
218F	654	545	436	327	273	218	186	169	164	153	142	131	120	109	98	87	82	76	71	65	60	54	49	44	38
221K	663	553	442	332	276	221	188	171	166	155	144	133	122	111	99	88	82	77	71	66	60	54	50	44	39

‡ Reduction.

† Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Company, Philadelphia & Norfolk Steamship Co., or Bull Steamship Line.

‡ Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Co., or Philadelphia & Norfolk Steamship Co.

1763

Add to pages 341 to 404, inc. of Tariff, as amended.

SECTION 3

For Application, see page 340 of Tariff, as amended.

RATES IN CENTS PER 100 POUNDS

RATE BASIS NUMBERS (As shown on pages 203 to 339, inc., of Tariff, as amended).	CLASSES																								
	COMMODITY RATE COLUMNS																								
	300	250	200	150	125	1 or 100	2 or 85	77½	75	3 or 70	65	60	4 or 55	50	5 or 45	6 or 40	37½	7 or 35	32½	8 or 30	27½	9 or 25	10 or 22½	11 or 20	12 or 17½
224F	672	560	448	336	280	224	190	174	168	157	146	134	125	112	101	90	84	78	73	67	62	56	50	45	39
229D	667	573	458	344	286	229	195	177	172	160	149	137	126	115	103	92	86	80	74	69	63	58	52	46	40
229F	667	573	458	344	286	229	195	177	172	160	149	137	126	115	103	92	86	80	74	69	63	57	52	46	40
232H	696	580	464	348	290	232	197	180	174	162	151	139	128	116	104	93	87	81	75	69	63	57	52	46	40
232K	696	580	464	348	290	232	197	180	174	168	151	139	128	116	104	93	87	81	75	69	63	57	52	46	40
236B	708	590	472	354	296	236	201	183	177	165	153	142	130	118	106	94	89	83	77	71	65	59	53	47	41
240F	720	600	480	360	300	240	204	186	180	168	156	144	132	120	108	96	90	84	78	72	66	60	54	48	42
240N	720	600	480	360	300	240	204	186	180	168	156	144	132	120	108	96	90	84	78	72	66	60	54	48	42
242F	726	606	484	363	303	242	206	188	188	169	157	145	133	121	109	97	91	85	79	73	66	60	54	48	42
243X	729	608	486	365	304	243	207	186	182	170	158	146	134	122	109	97	91	84	78	73	66	60	55	49	43
245G	736	613	490	368	306	245	208	190	184	172	160	147	135	123	110	98	92	86	80	74	67	61	55	49	43
245H	736	613	490	368	306	245	208	190	184	172	160	147	135	123	110	98	92	86	79	73	67	61	55	49	43
256K	768	640	512	384	320	256	218	198	192	179	166	154	141	128	115	102	96	89	83	76	70	63	58	51	45
261D	783	653	522	392	326	261	222	202	196	183	170	157	144	131	117	104	98	91	84	78	71	64	59	52	46
267K	801	668	534	401	334	267	227	207	200	187	174	160	147	134	120	108	100	93	86	79	73	66	60	53	47
272K	816	680	544	408	340	272	231	211	204	190	177	163	150	136	122	109	102	95	88	81	74	67	61	54	47
286O	858	715	572	429	358	286	243	221	214	200	186	171	157	143	128	114	107	100	93	86	78	71	64	57	50

& Reduction.

† Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Company, Philadelphia & Norfolk Steamship Co., or Ball Steamship Line.

‡ Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Company, Philadelphia & Norfolk Steamship Co.

Change Page 406 of Tariff:

SECTION 4

MINIMUM CHARGES

The rates named in this section apply only where applicable rating is published in Section 2 of the EXCEPTIONS TO OFFICIAL CLASSIFICATION Agent W.S. Curlett's Tariff No. 141-A (See Item 620), subject to applicable rules and other provisions in Exceptions to Official Classification and to applicable rules and other provisions, except ratings, in Official Classification, EXCEPT that:

These Rates will ALSO apply:

On traffic routed from, to or via the American Barge Line Company in connection with Ratings, Rules and other provisions in Official Classification.

The minimum charges provided for in this section will only apply between points for which rates are provided in Sections 1 and 2.

If the charge accruing under Section 1 or Section 2, according to their application is higher than the charge accruing under this section, on the same shipment, the charge accruing under Section 1 or Section 2, according to their application will apply.

Where actual weight of shipment is in excess of minimum weight shown in connection with minimum charges, actual weight should be used in computing the charges obtained under the minimum rate provided in this section.

The rate base numbers shown on pages 406 to 438 of Tariff, as amended, will not apply:

1. On traffic moving via American Barge Line Co. as provided for on pages 439 to 445 of Tariff.
2. On Fish and Oysters as provided for on pages 446 to 453 of Tariff.
3. On Asphalt as provided for on page 486 of Tariff.
4. On Gypsum Lath as provided for on page 486 of Tariff.

NON-APPLICATION OF MINIMUM CHARGES

Minimum charges provided in this section will not apply on shipments of Cotton Linters or Regins and Cottonseed Hull Fibre or Shavings from Southern Stations to Northern Stations as described in Item No.46610 of W.S. Curlett, Agent, Tariff No. 141-A (See Item 620).

Minimum charges provided in this section will not apply on shipments of Naval Stores, as described in Item No. 33132 of W.S. Curlett, Agent, Tariff No. 141-A (See Item 620).

Minimum charges provided in this section will not apply on shipments of Cottonseed, Pitch and/or Tar, as described in Item No. 46626 of W.S. Curlett, Agent, Tariff No. 141-A (See Item 620), from Southern Stations to Northern Stations.

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* Increase.
# The non-application of Minimum Charges on shipments moving at less carload or any quantity rates is hereby cancelled. (*Provisions of Tariff, as amended, will apply.)

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SECTION 4

TABLE OF RATES

(In Cents Per 100 Pounds)

(See Rule under Caption "Alternative Application of Combination Rates" as shown in Item No. 10 of Tariff)

RATE BASIS NUMBERS (As shown on pages 406 to 453, inc. of Tariff).	CLASSES																			
	1 or 100	2 or 85	77.5	75	3 R25 or 70	65	60	57	R26 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	27.5	25	22.5	20
Classes 110,80,77.5, 63,57.5 and 455 added. See Pages 142 and 143 of this Supplement and Page 19 of Supplement No. 11:																				
Add to Pages 454 to 481 of Tariff:																				
370	37	31	29	28	26	24	22	21	20	19	16	14	13	12	11	10	9	8	8	7
510	51	43	40	38	36	33	31	29	28	26	23	20	19	17	16	15	13	12	11	10
770	77	69	60	58	54	50	46	44	42	39	34	30	28	26	24	22	20	18	12	15
810	81	69	63	61	57	53	49	46	45	41	36	32	30	28	26	24	21	19	18	16
840	84	71	65	63	59	55	50	48	46	42	38	33	31	29	27	24	22	20	19	17
870	87	74	67	65	61	57	52	50	48	44	39	35	33	30	28	25	23	21	20	17
910	91	77	71	68	64	59	55	52	50	46	41	36	34	31	29	27	24	22	20	18
920	92	78	71	69	64	60	55	52	51	50	41	37	34	32	29	27	24	22	21	18
948	94	80	73	71	66	61	56	54	52	47	42	37	35	32	30	27	25	22	21	19
950	95	81	74	71	67	62	57	54	52	48	43	38	35	33	30	28	25	23	21	19
1010	101	86	78	76	71	66	61	58	56	51	45	40	37	35	32	30	27	24	23	20
1040	104	88	81	78	73	68	62	59	57	52	47	41	39	36	33	30	28	25	23	21
1066	106	90	82	80	74	69	64	60	58	53	48	42	39	37	34	31	28	25	24	21
1108	110	94	85	83	77	72	66	63	61	55	50	44	41	38	35	32	29	26	25	22
1160	116	99	90	87	81	75	70	66	64	58	52	46	43	40	37	34	31	28	26	23
1210	121	103	94	91	85	79	73	69	67	61	54	48	45	42	39	36	32	29	27	24
1296	129	110	100	97	90	84	77	74	71	65	58	51	48	45	41	38	34	31	29	26
1348	134	114	104	101	94	87	80	76	74	67	60	53	50	46	43	39	36	32	30	27
1538	153	130	119	115	107	99	92	87	84	77	69	61	57	53	49	45	41	37	34	31
1628	162	138	126	122	113	105	97	92	89	81	73	65	60	56	52	48	43	39	36	33
1880	188	160	146	141	132	122	113	107	103	94	84	75	70	65	60	56	51	46	42	38
1980	198	168	153	149	139	129	119	113	109	99	89	79	74	69	64	59	54	49	45	40
2090	209	178	162	157	146	136	125	119	115	105	94	83	78	73	67	62	57	51	47	42
2110	211	179	164	158	148	137	127	120	116	106	95	84	79	73	68	63	57	52	47	42
2170	217	184	168	163	152	141	130	124	119	109	97	86	81	75	70	64	59	53	49	43
2220	222	189	172	167	155	144	133	127	122	111	100	88	83	77	71	66	60	55	50	44
2240	224	190	174	168	157	146	134	128	123	112	101	89	84	78	72	66	61	55	50	45
2270	227	193	176	170	159	148	136	129	125	114	102	90	85	79	73	67	62	56	51	46
2380	238	202	184	179	167	155	143	136	131	119	107	95	89	83	77	71	65	59	54	48
2400	240	204	186	180	168	156	144	137	132	120	108	96	90	83	77	71	65	59	54	48
2470	247	210	191	185	173	161	148	141	136	124	111	98	92	88	80	73	67	61	56	49
2490	249	212	193	187	174	162	149	142	137	125	112	99	93	87	80	74	68	61	56	50
2510	251	213	195	188	176	163	151	143	138	126	113	100	94	87	81	75	68	62	56	50
2520	252	214	195	189	176	164	151	144	139	126	113	100	94	88	81	75	68	62	57	50
2530	253	215	196	190	177	164	152	144	139	127	114	101	94	88	82	75	69	62	57	51
2550	255	217	198	191	179	166	153	145	140	128	115	102	96	89	82	76	69	63	57	51
2570	257	218	199	193	180	167	154	146	141	129	115	102	96	89	83	76	70	63	58	51
2580	258	219	200	194	181	168	156	147	142	129	116	103	96	90	83	77	70	64	58	52
2590	259	220	201	194	181	168	156	148	142	130	116	103	97	90	83	77	70	64	58	52
2610	261	222	202	196	183	170	157	149	144	131	117	104	97	91	84	78	71	64	59	52
2630	263	224	204	197	184	171	158	150	145	132	118	105	98	91	85	78	71	65	59	53
2660	266	226	206	200	186	173	160	152	146	133	120	106	99	93	86	79	72	66	60	53
2670	267	227	207	200	187	174	160	152	147	134	120	106	100	93	86	79	73	66	60	53
2690	269	229	208	202	188	175	161	153	148	135	121	107	100	94	87	80	73	66	61	54
2710	271	230	210	203	190	176	163	154	149	136	122	108	101	94	87	81	74	67	61	54
2750	275	234	213	206	193	179	165	157	151	138	124	110	103	96	89	82	75	68	62	55
2820	282	240	219	212	197	183	169	161	156	141	127	112	105	98	91	84	77	70	63	56
2860	286	243	222	215	200	186	172	163	157	143	129	114	107	100	92	85	78	71	64	57
298	298	253	231	224	209	194	179	170	164	149	134	119	112	104	97	89	82	76	67	60
299	299	254	232	224	209	194	179	170	164	150	135	120	112	105	97	90	82	75	67	60
300	300	255	233	225	210	195	180	171	165	150	135	120	113	105	98	90	83	75	68	60
301	301	256	233	226	211	196	181	172	166	151	135	120	113	105	98	90	83	75	68	60
302	302	257	234	227	211	196	181	172	166	151	136	121	113	106	98	91	83	76	68	61
303	303	258	235	227	212	197	182	173	167	152	136	121	114	106	98	91	83	76	68	61
304	304	258	236	228	213	198	182	173	167	152	137	122	114	106	99	91	84	76	68	61
305	305	259	236	229	214	198	183	174	168	153	137	122	114	107	99	92	84	76	69	61
306	306	260	237	230	214	199	184	174	168	153	138	122	115	107	99	92	84	77	69	62
307	307	261	238	230	215	200	184	175	169	154	138	123	115	107	100	92	84	77	69	62
308	308	262	239	231	216	200	185	176	169	154	139	123	116	108	100	92	85	77	69	62
309	309	263	239	232	216	201	185	176	170	155	139	124	116	108	100	93	85	77	70	62

SECTION 4 - Concluded

TABLE OF RATES - Concluded

(In Cents Per 100 Pounds)

(See Rule under Caption "Alternative Application of Combination Rates" as shown in Item No. 10 of Tariff)

RATE BASIS NUMBERS (As shown on pages 406 to 453, inc. of Tariff)	CLASSES																				
	1 or 100	2 or 85	77.5	75	3 R25 or 70	65	60	57	R26 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	27.5	25	22.5	20
Rasses 110,80,77.5, 63, 67.5 and 455 added. See Pages 142 and 143 of this Supplement and Page 19 of Supplement No. 11:																				
ge to Pages 478 to 481 of Tariff:																				
10	310	264	240	233	217	202	186	177	171	155	140	124	116	109	101	93	85	78	70	62
11	311	264	241	233	218	202	187	177	171	156	140	124	117	109	101	93	86	78	70	62
12	312	265	242	234	218	203	187	178	172	156	140	125	117	109	101	94	86	78	70	62
13	313	266	243	235	219	203	188	178	172	157	141	125	117	110	102	94	86	78	70	63
14	314	267	243	236	220	204	188	179	173	157	141	126	118	110	102	94	86	79	71	63
15	315	268	244	236	221	205	189	180	173	158	142	126	118	110	102	95	87	79	71	63
16	316	269	245	237	221	205	190	180	174	158	142	126	119	111	103	95	87	79	71	63
17	317	269	246	238	222	206	190	181	174	159	143	127	119	111	103	96	87	79	71	63
18	318	270	246	239	223	207	191	181	175	159	143	127	119	111	103	95	87	80	72	64
19	319	271	247	239	223	207	191	182	175	160	144	128	120	112	104	96	88	80	72	64
20	320	272	248	240	224	208	192	182	176	160	144	128	120	112	104	96	88	80	72	64
21	321	273	249	241	225	209	193	183	177	161	144	128	120	112	104	96	88	80	72	64
22	322	274	250	242	225	209	193	184	177	161	145	129	121	113	105	97	89	81	72	64
23	323	275	250	242	226	210	194	184	178	162	145	129	121	113	105	97	89	81	73	65
24	324	275	251	243	227	211	194	185	178	162	146	130	122	113	105	97	89	81	73	65
25	325	276	252	244	228	211	195	185	179	163	146	130	122	114	106	98	89	81	73	65
26	326	277	253	245	228	212	196	186	179	163	147	130	122	114	106	98	90	82	73	65
27	327	278	253	245	229	213	196	186	180	164	147	131	123	114	106	98	90	82	74	66

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SECTION 4

TABLE OF RATES

(In Cents Per 100 Pounds)

(See Rule under Caption "Alternative Application of Combination Rates")
as shown in Item No. 10 of Tariff.)

Add to Pages 454,458,462,466,470,474,478 of Tariff:

State Basis No.	CLASSES					State Basis No.	CLASSES					State Basis No.	CLASSES					State Basis No.	CLASSES				
	110	80	77.5	63	57.5		110	80	77.5	63	57.5		110	80	77.5	63	57.5		110	80	77.5	63	57.5
33.	36	28	28	21	19	800	88	64	62	50	46	116	128	93	90	73	67	1460.	161	117	113	92	84
330	36	28	28	21	19	81.	89	65	63	51	47	117	129	94	91	74	67	147	162	118	114	93	85
34.	37	27	28	21	20	82.	90	66	64	52	47	1178.	129	94	91	74	67	1470.	162	118	114	93	85
35.	39	28	27	22	20	820	90	66	64	52	47	118	130	94	91	74	68	1478.	162	118	114	93	85
36.	40	29	28	23	21	83.	91	66	64	52	48	1180.	130	94	91	74	68	148	163	118	115	93	86
37.	41	30	29	23	21	830	91	70	64	52	48	119	131	96	92	75	68	1480.	163	118	115	93	86
38.	42	30	29	24	22	838	91	70	64	52	48	120	132	96	93	76	69	149	164	119	116	93	86
39.	43	30	30	25	22	84.	92	67	65	53	48	1200.	132	96	93	76	69	1490.	164	119	116	93	86
40.	44	32	31	25	23	85.	94	68	66	54	49	121	133	97	94	76	70	150	165	120	116	95	86
41.	45	33	32	26	24	850	94	68	66	54	49	1210.	133	97	94	76	70	1500.	165	120	116	96	86
42.	46	34	33	26	24	86.	95	69	67	54	49	122	134	98	95	77	70	151	166	121	117	96	87
43.	47	34	33	27	25	860	95	69	67	54	49	123	135	98	95	77	71	1510.	166	121	117	96	87
44.	48	36	34	28	25	87.	96	70	67	55	50	1230.	135	98	95	77	71	152	167	122	118	96	87
45.	50	36	35	28	26	88.	97	70	68	55	51	124	136	99	96	78	71	1520.	167	122	118	96	87
46.	51	37	36	29	26	880	97	70	68	55	51	1240.	136	99	96	78	71	153	168	122	119	96	88
460	51	37	36	29	26	89	98	71	69	56	51	125	138	100	97	79	72	1530.	168	122	119	96	88
47.	52	38	36	30	27	898	98	71	69	56	51	1250.	138	100	97	79	72	154	169	123	119	97	88
48.	53	38	37	30	28	90.	99	72	70	57	52	126	139	101	98	79	72	1540.	169	123	119	97	88
49.	54	39	38	31	28	91.	100	73	71	57	52	1260.	139	101	98	79	73	155	171	124	120	98	89
50.	56	40	39	32	29	92.	101	74	71	58	53	127	140	102	98	80	73	156	172	125	121	98	90
51.	56	41	40	32	29	920	101	74	71	58	53	1270.	140	102	98	80	73	1560.	172	126	121	98	90
52.	57	42	40	33	30	93.	102	74	72	59	53	128	141	102	99	81	74	157	173	126	122	99	90
53.	58	42	41	33	30	94.	103	75	73	59	54	1280.	141	102	99	81	74	1570.	173	126	122	99	90
54.	59	43	42	34	31	945	103	75	73	59	54	129	142	103	100	81	74	158	174	126	122	100	91
55.	61	44	43	35	32	95.	105	76	74	60	55	1290.	142	103	100	81	74	1580.	174	126	122	100	91
56.	62	45	43	35	32	96.	106	77	74	60	55	130	143	104	101	82	75	159	175	127	123	100	91
57.	63	46	44	36	33	968	106	77	74	60	55	1300.	143	104	101	82	75	1590.	175	127	123	100	91
58.	64	46	45	37	33	97.	107	78	75	61	56	131	144	105	102	83	75	160	176	128	124	101	92
59.	65	47	46	37	34	978	107	78	75	61	56	1310.	144	105	102	83	75	1600.	176	128	124	101	92
60.	66	48	47	37	35	98.	108	78	76	62	56	132	145	106	102	83	76	161	177	129	125	102	93
61.	67	49	47	38	35	99.	109	79	77	62	57	1320.	145	106	102	83	76	1610.	177	129	125	101	93
62.	68	50	48	39	36	990	109	79	77	62	57	133	146	106	103	84	76	162	178	130	126	102	93
63.	69	50	49	40	36	998	109	79	77	62	57	1330.	146	106	103	84	76	1620.	178	130	126	102	93
64.	70	51	50	40	37	100	110	80	78	63	58	134	147	107	104	84	77	163	179	130	126	103	94
640	70	51	50	40	37	1000.	110	80	78	63	58	1340.	147	107	104	84	77	1630.	179	130	126	103	94
65.	72	52	50	41	37	101	111	81	78	64	58	135	149	108	105	85	78	164	180	131	127	103	94
66.	73	53	51	42	38	102	112	82	79	64	59	1350.	149	108	105	85	78	1640	180	131	127	103	94
67.	74	54	52	42	39	1020.	112	82	79	64	59	136	150	109	105	86	78	165	182	132	128	104	95
68.	75	54	53	43	39	103	113	82	80	65	59	1360.	150	109	105	86	78	1650.	182	132	128	104	95
69.	76	56	53	43	40	104	114	83	81	66	60	137	151	110	106	86	79	166	183	133	129	105	96
690	76	56	53	43	40	105	116	84	81	66	60	1370.	151	110	106	86	79	167	184	134	129	105	96
70.	77	56	54	44	40	1050.	116	84	81	66	60	138	152	110	107	87	79	1670.	184	134	129	105	96
700	77	56	54	44	40	106	117	85	82	67	61	1380.	152	110	107	87	79	168	185	134	130	106	97
71.	78	57	55	45	41	107	118	86	83	67	62	1388.	152	110	107	87	79	1680.	185	134	130	106	97
710	78	57	55	45	41	1070.	118	86	83	67	62	139	153	111	108	88	80	169	186	135	131	106	97
72.	79	58	56	45	41	108	119	86	84	68	62	1390.	153	111	108	88	80	1690.	186	135	131	106	97
720	79	58	56	45	41	109	120	87	84	68	63	140	154	112	109	88	81	170	187	136	132	107	98
73.	80	58	57	46	42	1090.	120	87	84	68	63	1400.	154	112	109	88	81	1700.	187	136	132	107	98
730	80	58	57	46	42	110	121	88	85	69	63	141	155	113	109	89	81	171	188	137	133	108	98
74.	81	59	57	47	43	1100.	121	88	85	69	63	1410.	155	113	109	89	81	1710.	188	137	133	108	98
75.	83	60	58	47	43	111	122	89	86	70	64	142	156	114	110	89	82	172	189	138	133	108	99
750	83	60	58	47	43	1110.	122	89	86	70	64	1420.	156	114	110	89	82	1720.	189	138	133	108	99
76.	84	61	59	48	44	112	123	90	87	71	64	143	157	114	111	90	82	173	190	138	134	109	99
760	84	61	59	48	44	113	124	90	88	71	65	1430.	157	114	111	90	82	1730.	190	138	134	109	99
77.	85	62	60	49	44	1130.	124	90	88	71	65	144	158	115	112	91	83	174	191	139	135	110	100
78.	86	62	60	49	45	114	125	91	88	72	66	145	160	116	112	91	83	1740.	191	139	135	110	100
79.	87	63	61	50	45	1140.	125	91	88	72	66	1450.	160	116	112	91	83	175	193	140	136	110	101
790	87	63	61	50	45	115	127	92	89	72	66	146	161	117	113	92	84	1750.	193	140	136	110	101
80.	88	64	62	50	46	1150.	127	92	89	72	66												

ð As shown on pages 406 to 453 inc. of Tariff as amended.

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SECTION 4

TABLE OF RATES

(In Cents Per 100 Pounds)

(See Rule under Caption "Alternative Application of Combination Rates")
as shown in Item No. 10 of Tariff.)

Add to Pages 454,458,462,466,470,474,478 of Tariff:

State Basis No.	CLASSES 110	80	77.5	63	57.5	State Basis No.	CLASSES 110	80	77.5	63	57.5	State Basis No.	CLASSES 110	80	77.5	63	57.5
116	194	141	136	111	101	207	228	166	160	130	119	242	266	194	186	152	139
1760	194	141	136	111	101	2070	228	166	160	130	119	2420	266	194	188	152	139
117	196	142	137	112	102	208	229	166	161	131	120	243	267	194	188	153	140
178	196	142	138	112	102	2080	229	166	161	131	120	244	268	196	189	154	140
1180	196	142	138	112	102	209	230	167	162	132	120	2440	268	196	189	154	140
119	197	143	139	113	103	210	231	168	163	132	121	245	270	196	190	154	141
1790	197	143	139	113	103	211	232	169	164	133	121	246	271	197	191	155	141
180	198	144	140	113	104	212	233	170	164	134	122	2460	271	197	191	155	141
1800	198	144	140	113	104	2120	233	170	164	134	122	247	272	198	191	156	142
181	199	145	140	114	104	213	234	170	165	134	122	248	273	198	192	156	143
1810	199	145	140	114	104	2130	234	170	165	134	122	249	274	199	193	157	143
182	200	146	141	115	105	214	235	171	166	135	123	250	275	200	194	158	144
1820	200	146	141	115	105	2140	235	171	166	135	123	2500	275	200	194	158	144
183	201	146	142	115	105	215	237	172	167	135	124	251	276	201	195	158	144
1830	201	146	142	115	105	2150	237	172	167	135	124	252	277	202	195	159	145
184	202	147	143	116	106	216	238	173	167	136	124	253	278	202	196	159	145
1840	202	147	143	116	106	2160	238	173	167	136	124	254	279	203	197	160	146
185	204	148	143	117	106	217	239	174	168	137	125	255	281	204	198	161	147
1850	204	148	143	117	106	218	240	174	169	137	125	256	282	205	198	161	147
186	205	149	144	117	107	2180	240	174	169	137	125	2560	282	205	198	161	147
1860	205	149	144	117	107	219	241	175	170	138	126	257	283	206	199	162	148
187	206	150	145	118	108	220	242	176	171	139	127	259	285	207	201	163	149
1870	206	150	145	118	108	2200	242	176	171	139	127	260	286	208	202	164	150
188	207	150	146	118	108	221	243	177	171	139	127	2600	286	208	202	164	150
189	208	151	146	119	109	222	244	178	172	140	128	261	287	209	202	164	150
1890	208	151	146	119	109	223	245	178	173	140	128	262	288	210	203	165	151
190	209	152	147	120	109	2230	245	178	173	140	128	263	289	210	204	166	151
1900	209	152	147	120	109	224	246	179	174	141	129	264	290	211	205	166	152
191	210	153	148	120	110	225	248	180	174	142	129	265	292	212	205	167	152
1910	210	153	148	120	110	2250	248	180	174	142	129	266	293	213	206	168	153
192	211	153	149	121	110	226	249	181	175	142	130	267	294	214	207	168	154
1920	211	153	149	121	110	2260	249	181	175	142	130	268	296	214	208	169	154
193	212	154	150	122	111	227	250	182	176	143	131	270	297	216	209	170	155
1930	212	154	150	122	111	228	251	182	177	144	131	271	298	217	210	171	156
194	213	155	150	122	112	2280	251	182	177	144	131	272	299	218	211	171	156
1940	213	155	150	122	112	229	252	183	177	144	132	273	300	218	212	172	157
195	215	156	151	123	112	2290	252	183	177	144	132	274	301	220	213	173	158
1950	215	156	151	123	112	230	253	184	178	145	132	275	303	221	214	173	158
196	216	157	152	123	113	2300	253	184	178	145	132	276	304	222	215	174	159
1960	216	157	152	123	113	231	254	185	179	146	133	277	305	222	215	175	159
197	217	158	153	124	113	2310	254	185	179	146	133	278	306	223	216	175	160
1970	217	158	153	124	113	232	256	186	180	146	133	279	307	225	218	176	160
198	218	158	153	125	114	233	256	186	181	147	134	281	309	225	219	177	162
199	219	159	154	125	114	2330	256	186	181	147	134	282	310	226	219	178	162
200	220	160	155	126	115	234	257	187	181	147	135	283	311	227	220	178	163
2000	220	160	155	126	115	2340	257	187	181	147	135	284	312	228	221	179	163
201	221	161	156	127	116	235	259	188	182	148	135	285	314	229	221	180	164
2010	221	161	156	127	116	2350	259	188	182	148	135	286	315	230	222	180	164
202	222	162	157	127	116	236	260	189	183	148	136	287	316	230	223	181	165
2020	222	162	157	127	116	2360	260	189	183	148	136	288	317	231	224	181	166
203	223	162	157	128	117	237	261	190	184	149	136	289	318	232	225	182	166
2030	223	162	157	128	117	2370	261	190	184	149	136	290	319	232	225	183	167
204	224	163	158	129	117	238	262	190	184	150	137	292	321	234	226	184	168
2040	224	163	158	129	117	239	263	191	185	151	137	293	322	234	227	185	168
205	226	164	159	129	118	2390	263	191	185	151	137	294	323	235	228	185	169
2050	226	164	159	129	118	240	264	192	186	151	138	295	325	236	229	186	170
206	227	165	160	130	118	241	265	193	187	152	139	296	326	237	229	186	170
2060	227	165	160	130	118	2410	265	193	187	152	139	297	327	238	230	187	171

δ As shown on pages 406 to 453, Inc., of Tariff as amended.

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ALL RATES RESULTING FROM THE USE OF THE RATE BASE NUMBERS IN THIS SECTION ARE INCREASES

Add to Page 486 of Tariff:

SECTION 4A

MINIMUM CHARGES

The rates named in this Section apply only where applicable rating is published in OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Official Classification and to applicable rules and other provisions, except ratings, in Section 2 of the Exceptions to Official Classification, Agent W.J. Curlett's Tariff No. 141-A (See Item 620), EXCEPT that:

These rates will NOT apply:

On traffic routed from, to or via the American Barge Line Company in connection with Ratings Rules and other provisions in Official Classification. Section 4 Rate Basis Numbers will apply.

The minima charges provided for in this section will only apply between points for which rates are provided in Sections 1A and 2A.

If the charge accruing under Section 1A or Section 2A, according to their application is higher than the charge accruing under this section, on the same shipment, the charge accruing under Section 1A or Section 2A, according to their application will apply.

Where actual weight of shipment is in excess of minimum weight shown in connection with minimum charges, actual weight should be used in computing the charges obtained under the minimum rate provided in this section.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended.

to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Southern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking the Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

A	B	C	D	E	F	G	H	J	K	L	N	M	O	P

APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 484 to 485 of tariff as amended, inclusive).

A	B	C	D	E	F	G	H	J	K	L	N	M	O	P
AR	RBR	AR RBR	AR	RBR	AR RBR	AR	RBR	AR RBR	AR	RBR	AR RBR	AR RBR	AR	RBR	AR RBR	AR RBR	AR	RBR	AR RBR	AR RBR
1	182	182	182	182	182	149	149	149	171	171	171	135	171	171	171	142	171	171	171	158	171
2	182	182	182	182	182	149	149	149	171	171	171	135	171	171	171	142	171	171	171	158	171
3	149	149	149	149	149	149	149	149	166	166	166	135	166	166	166	142	166	166	166	158	171
4	92	88D	117	117	113D	122	122	118D	143	143	139D	156	156	156	156	154D	174	174	174	170D	190	205
5	92	88D	117	117	113D	122	122	118D	143	143	139D	156	156	156	156	154D	174	174	174	170D	190	205
6	91	87D	113	113	109D	120	120	116D	143	143	139D	156	156	156	156	154D	174	174	174	170D	190	205
7	92	88D	113	113	109D	117	117	113D	141	141	137D	156	156	156	156	154D	174	174	174	170D	190	205
8	87	83D	111	111	107D	120	120	116D	141	141	137D	156	156	156	156	154D	174	174	174	170D	190	205
9	86	81D	108	108	104D	120	120	116D	143	143	139D	164	164	164	164	160D	178	178	178	174D	190	209
10	84	80D	108	108	104D	120	120	116D	145	145	141D	164	164	164	164	160D	178	178	178	174D	190	209
11	81	77D	108	108	104D	117	117	113D	141	141	137D	164	164	164	164	160D	178	178	178	174D	190	209
12	80	76D	106	106	102D	117	117	113D	136	136	132D	164	164	164	164	160D	178	178	178	174D	190	209
13	84	80D	108	108	104D	120	120	116D	141	141	137D	164	164	164	164	160D	178	178	178	174D	190	209
14	87	83D	111	111	107D	120	120	116D	143	143	139D	164	164	164	164	160D	178	178	178	174D	190	209
15	88	84D	113	113	109D	122	122	118D	143	143	139D	168	168	168	168	164D	174	174	174	170D	190	205
16	88	84D	113	113	109D	122	122	118D	143	143	139D	164	164	164	164	160D	178	178	178	174D	190	209
17	117	113D	114	126	121D	129	129	125D	158	152	148D	166	166	166	166	161D	180	180	180	176D	196	209
18	101	97D	113	113	109D	117	117	113D	136	136	132D	154	154	154	154	150D	169	169	169	165D	185	200
19	101	97D	113	113	109D	117	117	113D	136	136	132D	154	154	154	154	150D	169	169	169	165D	185	200
20	99	95D	111	111	107D	113	113	109D	134	134	130D	154	154	154	154	150D	169	169	169	165D	185	200
21	99	95D	108	108	104D	111	111	107D	131	131	127D	154	154	154	154	150D	169	169	169	165D	185	200
22	99	95D	108	108	104D	108	108	104D	131	131	127D	154	154	154	154	150D	169	169	169	165D	185	200
23	99	95D	108	108	104D	108	108	104D	131	131	127D	154	154	154	154	150D	169	169	169	165D	185	200
24	101	97D	108	108	104D	108	108	104D	129	129	125D	154	154	154	154	150D	169	169	169	165D	185	200
25	101	97D	101	101	97D	106	106	102D	129	129	125D	154	154	154	154	150D	169	169	169	165D	185	200
26	99	95D	101	101	97D	106	106	102D	125	125	121D	141	141	141	141	137D	160	160	160	156D	177	189
27	99	95D	99	99	95D	101	101	97D	125	125	121D	141	141	141	141	137D	160	160	160	156D	177	189
28	98	94D	96	96	92D	99	99	96	122	122	120	141	141	141	141	137D	160	160	160	156D	177	189
29	96	91D	96	96	91D	99	99	96	120	120	120	141	141	141	141	137D	160	160	160	156D	177	189
30	92	88D	92	92	88D	96	96	96	120	120	120	141	141	141	141	137D	160	160	160	156D	177	189
31	88	84D	91	91	87D	96	96	96	117	117	120	141	141	141	141	137D	160	160	160	156D	177	189
32	99	95D	99	99	95D	99	99	96	122	122	120	141	141	141	141	137D	160	160	160	156D	177	189
33	99	95D	99	99	95D	99	96	96	120	120	120	141	141	141	141	137D	160	160	160	156D	177	189
34	99	95D	99	99	95D	99	99	96	120	120	120	141	141	141	141	137D	160	160	160	156D	177	189
35	98	94D	99	99	95D	101	101	97D	122	122	120	141	141	141	141	137D	160	160	160	156D	177	189
36	99	95D	99	99	95D	101	101	97D	125	125	121D	141	141	141	141	137D	160	160	160	156D	177	189
37	101	97D	101	101	97D	99	99	96	122	122	120	141	141	141	141	137D	160	160	160	156D	177	189
38	101	97D	101	101	97D	99	99	96	120	120	120	134	134	134	134	130D	155	155	155	149D	168	185
39	99	95D	99	99	95D	96	96	96	120	120	120	134	134	134	134	130D	153	153	153	149D	169	186
40	101	97D	99	99	95D	96	96	96	120	120	120	129	129	129	129	125D	147	147	147	143D	165	177
41	101	97D	99	99	95D	96	96	96	120	120	120	134	134	134	134	130D	155	155	155	149	169	186
42	101	97D	99	99	95D	96	96	96	117	117	120	129	129	129	129	125D	147	147	147	143	165	177
43	106	102D	99	99	95D	96	96	96	117	117	120	129	129	129	129	125D	147	147	147	143	165	177
44	106	102D	99	99	95D	96	96	96	117	117	120	129	129	129	129	125D	147	147	147	143	165	177
45	106	102D	96	96	92D	92	92	96	117	117	120	129	129	129	129	125D	147	147	147	143	165	177
46	106	106	99	99	99	96	96	96	117	117	120	129	129	129	129	129	147	147	147	147	165	177
47	106	106	99	99	99	96	96	96	120	120	120	129	129	129	129	129	147	147	147	147	165	177
48	106	106	101	101	101	99	99	99	120	120	120	129	129	129	129	129	147	147	147	147	165	177
49	106	106	101	101	101	99	99	96	120	120	120	129	129	129	129	129	147	147	147	147	165	177
50	111	111	101	101	101	99	99	99	122	122	122	129	129	129	129	129	147	147	147	147	165	177
51	113	113	106	106	106	101	101	101	125	125	125	129	129	129	129	129	147	147	147	147	165	177
52	113	113	106	106	106	101	101	101	125	125	125	129	129	129	129	129	147	147	147	147	165	177
53	113	113	106	106	106	106	106	106	125	125	125	129	129	129	129	129	147	147	147	147	165	177
54	117	117	111	111	111	108	108	108	129	129	129	129	129	129	129	129	149	149	149	149	168	178

AR - All Rail.
RBR - Rail, Water, Rail.

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Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																							
	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P			
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of Tariff as amended, inclusive).																							
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR
55	120	120	113	113	113	111	111	111	131	131	131	129	131	129	129	149	149	149	149	169	179			
56	113	113	108	108	108	106	106	108	125	125	125	120	125	125	126	141	141	141	141	159	171			
57	117	117	108	108	108	106	106	106	129	129	129	120	129	129	129	141	141	141	141	156	171			
58	117	117	111	111	111	108	108	108	129	129	129	120	129	129	129	141	141	141	141	159	171			
59	120	120	113	113	113	111	111	111	131	131	131	120	131	131	131	141	141	141	141	159	171			
60	122	122	113	113	113	111	111	111	134	134	134	120	134	134	134	141	141	141	141	159	171			
61	125	125	117	117	117	113	113	113	141	141	141	120	141	141	141	141	141	141	141	156	171			
62	125	125	117	117	117	113	113	113	141	141	141	120	141	141	141	141	141	141	141	156	171			
63	125	125	117	117	117	113	113	113	136	136	136	120	136	136	136	141	141	141	141	156	171			
64	129	129	120	120	120	115	113	113	136	136	136	120	136	136	136	141	141	141	141	156	171			
65	106	108D	96	96	91D	91	91	96	113	113	120	129	129	129	125D	147	147	147	143D	165	177			
66	106	108D	92	92	88D	88	88	96	113	113	120	129	129	129	125D	147	147	147	143D	165	177			
67	101	97D	88	88	84D	86	86	96	111	111	120	129	129	129	125D	147	147	147	143D	165	177			
68	129	129	120	120	116D	113	113	109D	131	131	127D	108	131	131	127D	124	131	131	127D	141	158			
69	131	131	120	120	120	113	113	113	131	131	131	113	131	131	131	131	131	131	131	147	164			
70	131	131	113	113	113	111	111	111	131	131	131	113	131	131	131	131	131	131	131	147	164			
71	134	134	113	113	113	111	111	111	131	131	131	113	131	131	131	131	131	131	131	147	164			
72	129	129	120	120	120	113	113	113	134	134	134	106	134	134	134	134	134	134	134	141	158			
73	131	131	120	120	120	117	117	117	131	131	131	106	131	131	131	124	131	131	131	141	158			
74	131	131	120	120	120	117	117	117	129	129	129	101	129	129	129	124	129	129	129	141	158			
75	131	131	120	120	120	117	117	117	134	134	134	106	134	134	134	124	134	134	134	141	158			
76	134	134	120	120	120	117	117	117	134	134	134	106	134	134	134	124	134	134	134	141	158			
77	134	134	120	120	120	117	117	117	131	131	131	106	131	131	131	124	131	131	131	141	158			
78	131	131	120	120	120	117	117	117	129	129	129	101	129	129	129	124	129	129	129	141	158			
79	134	134	113	113	113	111	111	111	129	129	129	120	129	129	129	136	136	136	136	154	171			
80	136	136	117	117	117	113	113	113	131	131	131	120	131	131	131	136	136	136	136	154	171			
81	141	141	117	117	117	113	113	113	136	136	136	120	136	136	136	136	136	136	136	154	171			
82	143	143	120	120	120	117	117	117	129	129	129	120	129	129	129	136	136	136	136	154	171			
83	145	145	122	122	122	120	120	120	129	129	129	120	129	129	129	136	136	136	136	154	171			
84	149	149	125	125	125	122	122	122	131	131	131	120	131	131	131	136	136	136	136	154	171			
85	134	134	122	122	122	120	120	120	129	129	129	101	129	129	129	134	149	149	149	141	158			
86	134	134	122	122	122	120	120	120	129	129	129	99	129	149	129	134	129	129	129	141	158			
87	136	136	122	122	122	120	120	120	129	129	129	99	129	129	129	134	129	129	129	141	158			
88	136	136	122	122	122	120	120	120	125	125	125	96	125	125	125	134	125	125	125	141	158			
89	141	141	125	125	125	120	120	120	125	125	125	96	125	125	125	134	125	125	125	141	158			
90	141	141	125	125	125	120	120	120	122	122	122	96	122	122	122	134	134	134	134	141	158			
91	141	141	129	129	129	120	120	120	129	129	129	96	129	129	129	134	129	129	129	141	158			
92	141	141	129	129	129	117	117	117	129	129	129	91	129	129	129	134	129	129	129	141	158			
93	141	141	131	131	131	117	117	117	129	129	129	91	129	129	129	134	129	129	129	141	158			
94	129	129	120	120	120	113	113	113	134	134	134	108	134	134	134	134	134	134	134	141	158			
95	134	134	122	122	122	120	120	120	136	136	136	106	136	136	136	134	136	136	136	141	158			
96	134	134	122	122	122	120	120	120	136	136	136	106	136	136	136	134	136	136	136	141	158			
97	136	136	125	125	125	122	122	122	136	136	136	106	136	136	136	134	136	136	136	141	158			
98	136	136	125	125	125	122	122	122	134	134	134	101	134	134	134	134	134	134	134	141	158			
99	141	141	129	129	129	125	125	125	134	134	134	101	134	134	134	134	134	134	134	141	158			
100	117	117	108	108	108	106	106	106	129	129	129	120	129	129	129	141	141	141	141	158	175			
101	122	122	113	113	113	111	111	111	131	131	131	120	131	131	131	141	141	141	141	158	175			
102	122	122	113	113	113	111	111	111	131	131	131	119	131	131	131	136	136	136	136	150	166			
103	122	122	113	113	113	111	111	111	134	134	134	119	134	134	134	136	136	136	136	150	166			
104	122	122	117	117	117	113	113	113	134	134	134	119	134	134	134	136	136	136	136	150	166			
105	125	125	117	117	117	113	113	113	136	136	136	119	136	136	136	136	136	136	136	150	166			
106	129	129	120	120	120	117	117	117	141	141	141	119	141	141	141	136	141	141	141	150	166			
107	125	125	120	120	120	117	117	117	136	136	136	119	136	136	136	136	136	136	136	150	166			
108	129	129	120	120	120	117	117	117	141	141	141	119	141	141	141	136	141	141	141	150	166			

AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		N	J	K		L	M	N		O	P
APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																					
	AR	RHR	AR RHR	AR	RHR	AR RHR	AR	RHR	AR RHR	AR	RHR	AR RHR	AR RHR	AR	RHR	AR RHR	AR RHR	AR	RHR	AR RHR	AR RHR
109	129	129	122	122	122	120	120	120	141	141	141	113	141	141	141	130	141	141	141	146	160
110	131	131	122	122	122	120	120	120	141	141	141	113	141	141	141	130	141	141	141	146	160
111	131	131	122	122	122	120	120	120	141	141	141	116	141	141	141	130	141	141	141	146	160
112	131	131	122	122	122	120	120	120	141	141	141	113	141	141	141	130	141	141	141	146	160
113	131	131	122	122	122	120	120	120	141	141	141	116	141	141	141	130	141	141	141	146	160
114	131	131	125	125	125	122	122	122	141	141	141	116	141	141	141	130	141	141	141	146	160
115	131	131	126	126	125	122	122	122	141	141	141	111	141	141	141	130	141	141	141	146	160
116	131	131		125	125	122	122	122	141	141	141	111	141	141	141	124	141	141	141	141	156
117	134	134	122	122	122	120	120	120	136	136	136	111	136	136	136	124	136	136	136	141	156
118	134	134	120	120	120	120	120	120	134	134	134	108	134	134	134	124	134	134	134	141	156
119	145	145	141	141	141	136	136	136	157	157	157	119	157	157	157	134	157	157	157	150	167
120	145	145	141	141	141	136	136	136	156	156	156	119	156	156	156	134	156	156	156	150	167
121	149	149	145	145	145	141	141	141	164	164	164	125	164	164	164	141	164	164	164	156	171
122	149	149	143	143	143	141	141	141	164	164	164	125	164	164	164	141	164	164	164	156	171
123	145	145	141	141	141	136	136	136	157	157	157	125	157	157	157	141	157	157	157	156	171
124	129	129	108	108	108	98	98	98	108	108	120	92	108	108	120	113	113	113	113	129	145
125	129	129	108	108	108	98	98	98	108	108	120	92	108	108	120	113	113	113	113	129	145
126	131	131	111	111	111	99	99	99	111	111	120	96	111	111	120	117	117	117	117	131	145
127	134	134	113	113	113	101	101	101	113	113	120	99	113	113	120	120	120	120	120	134	149
128	134	134	113	113	113	101	101	101	113	113	120	120	120	120	120	136	136	136	136	154	168
129	136	136	117	117	117	106	106	106	117	117	120	120	120	120	120	136	136	136	136	154	168
130	141	141	120	120	120	108	108	108	120	120	120	120	120	120	120	136	136	136	136	154	168
131	131	131	111	111	111	108	108	108	129	129	129	113	129	129	129	131	131	131	131	147	164
132	131	131	108	108	108	108	108	108	131	131	131	113	131	131	131	131	131	131	131	147	164
133	129	129	108	108	108	106	106	106	126	126	126	113	126	126	126	131	131	131	131	147	164
134	126	126	120	120	120	117	117	117	141	141	141	120	141	141	141	141	141	141	141	156	171
135	126	126	120	120	120	117	117	117	136	136	136	120	136	136	136	141	141	141	141	156	171
136	129	129	122	122	122	120	120	120	141	141	141	120	141	141	141	141	141	141	141	156	171
137	131	131	122	122	122	120	120	120	141	141	141	120	141	141	141	141	141	141	141	156	171
138	141	131	122	122	122	120	120	120	136	136	136	171	136	136	136	124	136	136	136	141	156
139	141	141	141	141	141	136	136	136	160	160	160	141	160	160	160	186	160	160	160	169	182
140	143	143	143	143	143	141	141	141	160	160	160	141	160	160	160	188	160	160	160	169	182
141	129	128D	126	126	121D	122	122	118D	146	146	141D	126	146	146	141D	146	146	146	141D	164	178
142	131	127D	126	126	121D	122	122	118D	146	146	141D	126	146	146	141D	146	146	146	141D	164	178
143	131	127D	126	126	121D	122	122	118D	143	143	139D	126	143	143	139D	146	146	146	141D	164	178
144	141	141	141	141	141	136	136	136	160	160	160	130	160	160	160	146	160	160	160	182	178
145	136	136	141	141	141	136	136	136	157	157	157	130	157	157	157	146	157	157	157	182	173
146	136	136	141	141	141	136	136	136	157	157	157	126	157	157	157	146	157	157	157	186	173
147	136	136	136	136	136	134	134	134	157	157	157	126	157	157	157	146	157	157	157	159	173
148	134	134	136	136	136	134	134	134	156	156	156	126	156	156	156	146	156	156	156	158	170
149	134	134	134	134	134	134	131	131	156	156	156	126	156	156	156	146	156	156	156	159	168
150	134	130D	134	134	130D	131	131	127D	152	152	152D	141	152	152	152D	186	186	186	151D	169	182
151	136	136	141	141	141	136	136	136	157	157	157	141	157	157	157	166	157	157	157	169	182
152	136	136	136	136	136	134	134	134	157	157	157	141	157	157	157	166	157	157	157	169	182
153	134	134	134	134	134	131	131	131	156	156	156	126	156	156	156	143	156	156	156	168	173
154	136	136	134	134	134	131	131	131	156	156	156	126	156	156	156	143	156	156	156	158	173
155	136	136	131	131	131	129	129	129	152	152	152	119	152	152	152	134	152	152	152	160	167
156	136	136	134	134	134	131	131	131	152	152	152	119	152	152	152	134	152	152	152	160	167
157	136	136	131	131	131	129	129	129	149	149	149	116	149	149	149	134	149	149	149	160	167
158	141	141	134	134	134	131	131	131	152	152	152	116	152	152	152	134	152	152	152	160	167
159	136	136	131	131	131	129	129	129	149	149	149	122	149	149	149	141	149	149	149	159	172
160	149	149	149	149	149	148	148	148	168	168	168	130	168	168	168	142	168	168	168	162	173
161	152	152	152	152	152	149	149	149	168	168	168	132	168	168	168	148	168	168	168	162	173
162	152	152	149	149	149	149	149	149	168	168	168	130	168	168	168	148	168	168	168	162	173

AR - All Rail
RHR - Rail, Water, Rail

Add to page 486 of Tariff:

SECTION 4A - Continued
(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																				
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
163	149	149	149	149	149	145	145	145	166	166	166	125	166	166	166	142	166	166	166	158	171
164	149	149	145	145	145	143	143	143	166	166	166	120	166	166	166	136	166	166	166	155	166
165	155	155	155	155	155	152	152	152	171	171	171	130	171	171	171	136	171	171	171	155	166
166	152	152	149	149	149	149	149	149	166	166	166	130	166	166	166	145	166	166	166	162	176
167	149	145D	145	145	141D	143	143	139D	164	164	160D	120	164	164	160D	136	164	164	160D	155	166
168	134	134	129	129	129	125	125	125	149	149	149	122	149	149	149	141	149	149	149	159	170
169	145	145	141	141	141	136	136	136	160	160	160	125	160	160	160	141	160	160	160	156	171
170	143	143	136	136	136	134	134	134	155	155	155	125	155	155	155	141	155	155	155	156	171
171	136	136	131	131	131	129	129	129	152	152	152	119	152	152	152	134	152	152	152	150	167
172	141	141	136	136	136	134	134	134	155	155	155	125	155	155	155	141	155	155	155	156	171
173	136	136	134	134	134	131	131	131	152	152	152	125	152	152	152	141	152	152	152	156	171
174	134	136	129	129	129	125	125	125	145	145	145	116	145	145	145	134	145	145	145	150	166
175	136	136	131	131	131	129	129	129	149	149	149	116	149	149	149	134	149	149	149	150	166
176	131	131	125	125	125	122	122	122	143	143	143	116	143	143	143	134	143	143	143	150	166
177	131	131	125	125	125	122	122	122	143	143	143	116	143	143	143	134	143	143	143	150	166
178	136	136	129	129	129	125	125	125	149	149	149	119	149	149	149	134	149	149	149	150	167
179	143	143	134	134	134	131	131	131	155	155	155	119	155	155	155	134	155	155	155	150	167
180	117	113D	125	125	121D	129	129	125D	152	152	148D	165	165	165	161D	160	160	160	156D	196	208
181	134	134	129	129	129	125	125	125	145	145	145	122	145	145	145	141	145	145	145	158	172
182	134	134	129	129	129	125	125	125	145	145	145	120	145	145	145	141	145	145	145	156	171
183	131	131	125	125	125	122	122	122	143	143	143	120	143	143	145	141	143	143	143	156	171
184	111	107D	122	122	118D	125	125	121D	141	141	137D	165	165	165	161D	160	160	160	156D	196	208
185	113	109D	122	122	118D	125	125	121D	149	149	145D	165	165	165	161D	160	160	160	156D	196	208
186	111	107D	122	122	118D	125	125	121D	145	145	141D	165	165	165	161D	160	160	160	156D	196	208
187	111	107D	120	120	116D	122	122	118D	145	145	141D	165	165	165	161D	160	160	160	156D	196	208
188	117	113D	122	122	118D	129	129	125D	149	149	145D	165	165	165	161D	160	160	160	156D	196	208
189	117	113D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	160	160	160	156D	196	208
190	117	113D	129	129	125D	129	129	125D	152	152	148D	165	165	165	161D	160	160	160	156D	196	208
191	120	116D	129	129	125D	131	131	127D	152	152	148D	165	165	165	161D	160	160	160	156D	196	208
192	113	109D	125	125	121D	125	125	121D	149	149	145D	165	165	165	161D	160	160	160	156D	196	208
193	113	109D	125	125	121D	125	125	121D	145	145	141D	165	165	165	161D	160	160	160	156D	196	208
194	113	109D	122	122	118D	122	122	118D	145	145	141D	154	154	154	150D	169	169	169	165D	186	197
195	111	107D	120	120	116D	120	120	116D	143	143	139D	154	154	154	150D	169	169	169	165D	186	197
196	111	107D	120	120	116D	120	120	116D	143	143	139D	154	154	154	150D	169	169	169	165D	186	197
197	113	109D	122	122	118D	122	122	118D	143	143	139D	154	154	154	150D	169	169	169	165D	186	197
198	113	109D	122	122	118D	122	122	118D	145	145	139D	146	146	146	140D	165	165	165	161D	180	194
199	113	109D	122	122	118D	122	122	118D	143	143	139D	146	146	146	140D	165	165	165	161D	180	194
200	117	113D	122	122	118D	122	122	118D	143	143	139D	146	146	146	140D	165	165	165	161D	180	194
201	113	109D	122	122	118D	120	120	116D	143	143	139D	146	146	146	140D	165	165	165	161D	178	192
202	117	113D	122	122	118D	120	120	116D	143	143	139D	146	146	146	140D	165	165	165	161D	178	192
203	117	113D	125	125	121D	122	122	118D	143	143	139D	146	146	146	140D	165	165	165	161D	178	192
204	120	116D	125	125	121D	122	122	118D	145	145	141D	146	146	146	140D	165	165	165	161D	178	192
205	120	116D	125	125	121D	122	122	118D	145	145	141D	146	146	146	140D	165	165	165	161D	178	192
206	120	116D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	165	165	165	161D	178	192
207	120	116D	125	125	121D	122	122	118D	145	145	141D	146	146	146	140D	165	165	165	161D	178	192
208	120	116D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	165	165	165	161D	178	192
209	120	116D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	165	165	165	161D	178	192
210	129	116D	129	129	125D	125	125	121D	145	145	141D	146	146	146	140D	161	161	161	157D	188	206
211	122	118D	125	125	121D	122	122	118D	145	145	141D	146	146	146	140D	161	161	161	157D	188	206
212	122	118D	129	129	125D	125	125	121D	145	145	141D	146	146	146	140D	161	161	161	157D	188	206
213	122	118D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	161	161	161	157D	188	206
214	125	121D	131	131	127D	129	129	125D	149	149	145D	146	149	149	145D	161	161	161	157D	188	206
215	113	109D	122	122	118D	125	125	121D	145	145	141D	165	165	165	161D	160	160	160	156D	196	208
216	113	109D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	160	160	160	156D	196	208

AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of Tariff as amended, inclusive).														
	AR	AR RWR	AR	AR RWR	AR	AR RWR	AR	AR RWR	AR	AR RWR	AR RWR	AR RWR	AR	AR RWR	AR RWR	AR	AR RWR	AR RWR	AR RWR
217	111	107D	120	116D	122	118D	145	141D	165	161D	180	176D	196	208	
218	111	107D	120	116D	122	118D	145	141D	164	160D	180	176D	196	208	
219	112	108D	122	118D	125	121D	145	141D	164	160D	180	176D	196	208	
220	111	107D	120	116D	122	118D	143	139D	164	160D	180	176D	196	206	
221	111	107D	120	116D	122	118D	145	141D	161	157D	178	174D	194	205	
222	108	104D	117	113D	120	116D	143	139D	161	157D	178	174D	194	205	
223	108	104D	120	116D	122	118D	143	139D	161	157D	178	174D	194	206	
224	108	104D	120	116D	122	118D	143	139D	161	157D	178	174D	194	206	
225	88	84D	91	87D	94	96	117	120	141	137D	160	156D	177	189	
226	117	113D	125	121D	122	118D	145	141D	154	150D	169	165D	185	200	
227	156	151D	164	160D	166	162D	188	184D	179	188	188	184D	191	191	187D	205	218
228	143	139D	149	145D	145	141D	168	164D	154	168	168	164D	168	168	168	164D	183	195
229	141	141	141	141	136	136	160	160	125	160	160	160	143	160	160	160	158	173
230	117	117	111	111	108	108	131	131	120	131	131	131	141	141	141	141	158	171
231	146	145	149	149	145	145	166	166	130	166	166	166	145	166	166	166	162	173
232	145	145	149	149	145	145	166	166	135	166	166	166	150	166	166	166	166	178
233	145	145	145	145	143	143	166	166	135	166	166	166	150	166	166	166	166	178
234	126	121D	131	131	127D	129	129	125D	152	152	148D	146	152	152	148D	161	161	161	157D	182	194
235	125	121D	131	131	127D	129	129	125D	152	152	148D	146	152	152	148D	161	161	161	157D	182	194
236	121	127D	136	136	132D	134	134	130D	157	157	153D	146	157	157	153D	161	161	161	157D	182	194
237	134	130D	141	141	137D	136	136	132D	160	160	156D	154	160	160	156D	168	168	168	164D	183	195
238	131	127D	136	136	132D	134	134	130D	157	157	153D	146	157	157	153D	161	161	161	157D	177	188
239	134	130D	141	141	137D	136	136	132D	157	157	153D	154	157	157	153D	168	168	168	164D	183	195
240	134	130D	141	141	137D	136	136	132D	160	160	156D	154	160	160	156D	168	168	168	164D	183	195
241	136	132D	143	143	139D	141	141	137D	164	164	160D	154	164	164	160D	168	168	168	164D	183	195
242	141	137D	145	145	141D	143	143	139D	164	164	160D	154	164	164	160D	168	168	168	164D	183	195
243	141	137D	145	145	141D	143	143	139D	166	166	162D	154	166	166	162D	168	168	168	164D	183	195
244	141	137D	145	145	141D	143	143	139D	166	166	162D	160	166	166	162D	173	173	173	169D	186	200
245	143	139D	149	149	145D	145	145	141D	168	168	164D	160	168	168	164D	173	173	173	169D	186	200
246	143	139D	152	152	148D	149	149	145D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
247	141	137D	152	152	148D	149	149	145D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
248	143	139D	152	152	148D	152	152	148D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
249	143	139D	156	156	151D	152	152	148D	173	173	169D	160	173	173	169D	173	173	173	169D	186	200
250	141	137D	149	149	145D	152	152	148D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
251	141	137D	149	149	145D	152	152	148D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
252	136	132D	145	145	141D	149	149	145D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
253	136	132D	145	145	141D	149	149	145D	168	168	164D	160	168	168	164D	173	173	173	169D	186	200
254	141	137D	145	145	141D	149	149	145D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
255	141	137D	149	149	145D	152	152	148D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
256	141	137D	149	149	145D	152	152	148D	173	173	169D	166	173	173	169D	179	179	179	175D	193	206
257	141	137D	152	152	148D	155	155	151D	173	173	169D	166	173	173	169D	179	179	179	175D	193	206
258	146	142D	155	155	151D	158	158	154D	179	179	175D	169	179	179	175D	183	183	183	179D	196	209
259	150	146D	160	160	156D	162	162	158D	180	180	176D	169	180	180	176D	183	183	183	179D	196	209
260	150	146D	162	162	158D	165	165	161D	184	184	180D	169	184	184	180D	183	184	184	180D	196	209
261	154	150D	162	162	158D	165	165	161D	184	184	180D	179	184	184	180D	191	191	191	187D	205	218
262	155	151D	166	166	162D	169	169	165D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
263	143	139D	152	152	148D	155	155	151D	173	173	169D	166	173	173	169D	179	179	179	175D	193	206
264	147	143D	157	157	153D	160	160	156D	178	178	174D	169	178	178	174D	183	183	183	179D	196	209
265	149	145D	158	158	154D	161	161	157D	183	183	179D	169	183	183	179D	183	183	183	179D	196	209
266	145	141D	156	156	151D	157	157	153D	179	179	175D	166	179	179	175D	179	179	179	175D	193	206
267	155	151D	157	157	153D	160	160	156D	179	179	175D	166	179	179	175D	179	179	179	175D	193	206
268	150	146D	160	160	156D	162	162	158D	180	180	176D	179	180	180	176D	191	191	191	187D	205	218
269	136	132D	156	156	151D	158	158	154D	179	179	175D	166	179	179	175D	179	179	179	175D	193	206
270	136	132D	156	156	151D	158	158	154D	179	179	175D	166	179	179	175D	179	179	179	175D	193	206

AR - All Rail.
RWR - Rail, Water, Rail.

1775

Add to page 486 of Tariff:

SECTION 4A - Continued
(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P
APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of Tariff as amended, inclusive).																					
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	
271	149	186D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205	
272	152	148D	157	157	153D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	
273	154	150D	162	162	158D	166	166	162D	184	184	180D	179	184	184	180D	191	191	191	187D	205	
274	152	148D	164	164	160D	166	166	162D	186	186	181D	179	186	186	181D	191	191	191	187D	205	
275	155	151D	164	164	160D	166	166	162D	186	186	181D	179	186	186	181D	191	191	191	187D	205	
276	155	151D	166	166	162D	166	166	164D	186	186	181D	179	186	186	181D	191	191	191	187D	205	
277	157	153D	166	166	162D	166	166	164D	188	188	184D	179	188	188	184D	191	191	191	187D	205	
278	160	156D	166	166	164D	171	171	167D	188	188	184D	179	188	188	184D	191	191	191	187D	205	
279	160	156D	166	166	164D	171	171	167D	191	191	187D	179	191	191	187D	191	191	191	187D	205	
280	164	160D	174	174	170D	177	177	173D	196	196	191D	179	196	196	191D	191	196	196	191D	205	
281	168	164D	176	176	172D	178	178	174D	196	196	192D	179	196	196	192D	191	196	196	192D	206	
282	168	164D	176	176	174D	176	176	172D	196	196	192D	179	196	196	192D	191	196	196	192D	205	
283	166	162D	171	171	167D	168	168	164D	186	186	181D	180	186	186	181D	174	186	186	181D	190	
284	168	164D	173	173	169D	171	171	167D	190	190	185D	179	190	190	186D	191	191	191	187D	205	
285	164	160D	171	171	167D	173	173	169D	194	194	190D	179	194	194	190D	191	194	194	190D	205	
286	120	116D	129	129	126D	131	131	127D	152	152	148D	166	166	166	161D	180	180	180	176D	194	
287	120	116D	129	129	126D	131	131	127D	156	156	151D	166	166	166	161D	180	180	180	176D	194	
288	117	113D	129	129	125D	129	129	126D	147	147	143D	166	166	166	161D	180	180	180	176D	194	
289	117	113D	129	129	125D	129	129	125D	149	149	145D	166	166	166	161D	180	180	180	176D	194	
290	120	116D	129	129	126D	129	129	126D	152	152	148D	166	166	166	161D	180	180	180	176D	194	
291	113	109D	125	125	121D	125	125	121D	146	146	141D	154	154	154	150D	169	169	169	165D	183	
292	117	113D	125	125	121D	125	125	121D	149	149	145D	154	154	154	150D	169	169	169	165D	183	
293	113	109D	122	122	118D	122	122	118D	146	146	141D	154	154	154	150D	169	169	169	165D	183	
294	113	109D	122	122	118D	122	122	118D	146	146	141D	154	154	154	150D	169	169	169	165D	183	
295	113	109D	122	122	118D	122	122	118D	136	136	132D	154	154	154	150D	169	169	169	165D	183	
296	117	113D	125	125	121D	129	129	125D	149	149	145D	154	154	154	150D	169	169	169	165D	183	
297	120	116D	129	129	125D	131	131	127D	152	152	148D	154	154	154	150D	169	169	169	165D	183	
298	122	118D	131	131	127D	131	131	127D	152	152	148D	154	154	154	150D	169	169	169	165D	183	
299	122	118D	131	131	127D	131	131	127D	152	152	148D	154	154	154	150D	169	169	169	165D	183	
300	125	121D	131	131	127D	129	129	125D	152	152	148D	146	152	152	148D	161	161	161	157D	182	
301	122	118D	131	131	127D	129	129	125D	143	143	139D	146	146	146	142D	161	161	161	157D	182	
302	125	121D	131	131	127D	129	129	125D	149	149	145D	146	149	149	145D	161	161	161	157D	182	
303	125	121D	134	134	130D	131	131	127D	152	152	148D	146	152	152	148D	161	161	161	157D	182	
304	122	118D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	161	161	161	157D	182	
305	122	118D	125	125	121D	122	122	118D	143	143	139D	142	143	143	139D	160	160	160	156D	176	
306	120	116D	122	122	118D	120	120	116D	141	141	137D	142	142	142	138D	160	160	160	156D	176	
307	120	116D	122	122	118D	120	120	116D	141	141	137D	142	142	142	138D	160	160	160	156D	176	
308	120	116D	120	120	116D	117	117	113D	141	141	137D	142	142	142	138D	160	160	160	156D	176	
309	120	116D	120	120	116D	117	117	113D	141	141	137D	142	142	142	138D	160	160	160	156D	176	
310	117	113D	120	120	116D	117	117	113D	136	136	132D	134	136	136	132D	163	163	163	149D	167	
311	129	125D	134	134	130D	131	131	127D	156	156	151D	146	156	156	151D	161	161	161	157D	186	
312	131	127D	136	136	132D	134	134	130D	156	156	151D	146	156	156	151D	161	161	161	157D	186	
313	131	127D	136	136	132D	134	134	130D	157	157	153D	146	157	157	153D	161	161	161	157D	186	
314	134	130D	141	141	137D	136	136	132D	157	157	153D	146	157	157	153D	161	161	161	157D	177	
315	136	132D	136	136	132D	134	134	130D	157	157	153D	146	157	157	153D	161	161	161	157D	177	
316	136	132D	141	141	137D	136	136	132D	157	157	153D	141	157	157	153D	158	157	157	153D	177	
317	141	141	141	141	141	136	136	136	160	160	160	141	160	160	160	158	160	160	160	177	
318	134	130D	134	134	130D	131	131	127D	156	156	151D	141	156	156	151D	156	156	156	152D	169	
319	136	136	136	136	136	134	134	134	157	157	157	141	157	157	157	156	157	157	157	169	
320	141	141	143	143	143	141	141	141	160	160	160	141	160	160	160	156	160	160	160	169	
321	143	143	143	143	143	141	141	141	164	164	164	141	164	164	164	156	164	164	164	169	
322	143	143	143	143	143	141	141	141	164	164	164	135	164	164	164	150	164	164	164	169	
323	143	143	145	145	145	143	143	143	164	164	164	135	164	164	164	150	164	164	164	169	
324	145	145	145	145	145	143	143	143	166	166	166	135	166	166	166	150	166	166	166	169	

AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	N	N		O	P
APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																					
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
325	145	145	149	149	149	145	145	145	166	166	166	135	166	166	166	150	166	166	166	166	178
326	152	152	155	155	155	149	149	149	171	171	171	126	171	171	171	142	171	171	171	158	171
327	156	156	156	156	156	152	152	152	166	166	166	126	166	166	166	142	166	166	166	158	171
328	134	130D	141	141	137D	136	136	132D	160	160	156D	146	160	160	156D	161	161	161	157D	177	188
329	136	132D	143	143	139D	141	141	137D	160	160	156D	146	160	160	156D	161	161	161	157D	177	188
330	141	137D	148	143	139D	141	141	137D	164	164	160D	146	164	164	160D	161	164	164	160D	177	188
331	141	137D	143	143	139D	141	141	137D	164	164	160D	141	164	164	160D	155	164	164	160D	169	182
332	143	139D	146	146	141D	143	143	139D	166	166	162D	141	166	166	162D	155	166	166	162D	177	188
333	143	139D	146	146	141D	143	143	139D	166	166	162D	146	166	166	162D	161	166	166	162D	177	188
334	143	139D	146	146	141D	143	143	139D	166	166	162D	141	166	166	162D	155	166	166	162D	169	182
335	143	139D	149	149	145D	146	146	141D	168	168	164D	141	168	168	164D	155	168	168	164D	169	182
336	145	141D	152	152	148D	149	149	145D	168	168	164D	141	168	168	164D	155	168	168	164D	169	182
337	149	145D	155	155	151D	152	152	148D	171	171	167D	141	171	171	167D	155	171	171	167D	169	182
338	136	132D	143	143	139D	141	141	137D	164	164	160D	146	164	164	160D	161	164	164	160D	177	188
339	141	137D	146	146	141D	143	143	139D	164	164	160D	146	164	164	160D	161	164	164	160D	177	188
340	141	137D	146	146	141D	143	143	139D	164	164	160D	146	164	164	160D	161	164	164	160D	177	188
341	143	139D	149	149	145D	146	146	141D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
342	145	141D	152	152	148D	149	149	145D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
343	143	139D	149	149	145D	146	146	141D	168	168	164D	154	168	168	164D	168	168	168	164D	183	196
344	145	141D	152	152	148D	149	149	145D	171	171	167D	154	171	171	167D	168	171	171	167D	183	196
345	145	141D	152	152	148D	149	149	145D	171	171	167D	147	171	171	167D	161	171	171	167D	177	188
346	120	116D	129	129	125D	131	131	127D	152	152	148D	16	155	155	161D	160	160	160	176D	196	206
347	117	113D	126	129	125D	131	131	127D	152	152	148D	166	155	155	161D	160	160	160	176D	196	206
348	117	113D	129	129	125D	131	131	127D	152	152	148D	166	155	155	161D	160	160	160	176D	196	206
349	120	116D	131	131	127D	134	134	130D	155	155	151D	166	155	155	161D	160	160	160	176D	196	206
350	120	116D	131	131	127D	134	134	130D	156	156	151D	166	155	155	161D	160	160	160	176D	196	206
351	122	118D	131	131	127D	134	134	130D	157	157	153D	166	155	155	161D	160	160	160	176D	196	206
352	122	118D	131	131	127D	134	134	130D	156	156	151D	166	155	155	161D	160	160	160	176D	196	206
353	122	118D	134	134	130D	136	136	132D	157	157	153D	166	155	155	161D	160	160	160	176D	196	206
354	122	118D	131	131	127D	131	131	127D	156	156	151D	166	166	166	161D	160	160	160	176D	196	206
355	129	125D	136	136	132D	136	136	132D	160	160	156D	157	160	160	156D	174	174	174	170D	191	202
356	129	125D	141	141	137D	136	136	132D	160	160	156D	157	160	160	156D	174	174	174	170D	191	202
357	129	125D	141	141	137D	136	136	132D	157	157	153D	157	157	157	153D	174	174	174	170D	191	202
358	131	127D	141	141	137D	136	136	132D	157	157	153D	157	157	157	153D	174	174	174	170D	191	202
359	129	125D	134	134	130D	131	131	127D	152	152	148D	146	152	152	148D	161	161	161	157D	182	194
360	131	127D	141	141	137D	136	136	132D	157	157	153D	146	157	157	153D	161	161	161	157D	182	194
361	134	130D	141	141	137D	136	136	132D	160	160	156D	146	160	160	156D	161	161	161	157D	182	194
362	136	132D	143	143	139D	141	141	137D	160	160	156D	146	160	160	156D	161	161	161	157D	182	194
363	129	125D	131	131	127D	131	131	127D	156	156	151D	146	156	156	151D	161	161	156	151D	182	194
364	143	143	143	143	143	141	141	141	164	164	164	130	164	164	164	148	164	164	164	162	173
365	149	149	149	149	149	146	146	146	168	168	168	135	168	168	168	150	168	168	164	166	178
366	143	143	146	146	146	143	143	143	164	164	164	130	164	164	164	148	164	164	104	162	173
367	145	145	145	145	145	143	143	143	164	164	164	130	164	164	164	145	164	164	164	162	173
368	152	152	152	152	152	149	149	149	171	171	171	130	171	171	171	145	171	171	171	162	173
369	145	145	145	145	145	143	143	143	166	166	166	135	166	166	166	142	166	166	166	158	171
370	145	145	145	145	145	143	143	143	166	166	166	126	166	166	166	142	166	166	166	158	171
371	157	153D	169	166	162D	166	166	165D	190	190	186D	166	190	190	186D	183	190	190	186D	197	209
372	144	140D	155	155	151D	156	156	154D	177	177	173D	169	177	177	173D	183	183	183	179D	196	209
373	147	143D	160	156	152D	160	160	156D	180	180	176D	169	180	180	176D	183	183	183	179D	196	209
374	146	142D	155	155	151D	156	156	154D	179	179	175D	169	179	179	175D	183	183	183	179D	196	209
375	122	122	120	120	120	117	117	117	141	141	141	131	141	141	141	150	150	150	150	166	178
376	126	126	120	120	120	117	117	117	141	141	141	131	141	141	141	150	150	150	150	166	178
377	126	126	117	117	117	113	113	113	136	136	136	131	136	136	136	150	150	150	150	166	178
378	122	122	117	117	117	113	113	113	134	136	136	131	134	134	134	150	150	150	150	166	178

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AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

| From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A | To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A. | | |

Add to page 496 of Tariff:

SECTION 4A - Continued

(For Application, see page 496 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																					
	A		B	C		D	E		F	G		H	J	K		L	M		N		O	P
	APPLY RATE BASIS NUMBERS (Per Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																					
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	
428	131	131	185	126	126	188	128	128	143	143	143	113	143	143	143	130	143	143	143	146	160	
429	134	134	188	128	128	190	128	128	141	141	141	111	141	141	141	124	141	141	141	141	156	
430	136	136	185	126	126	185	126	126	141	141	141	115	141	141	141	124	141	141	141	141	156	
431	134	134	126	126	126	128	128	128	145	145	145	113	145	145	145	130	145	145	145	146	160	
432	145	145	141	141	141	136	136	136	160	160	160	125	160	160	160	141	160	160	160	156	171	
433	126	161D	136	136	136D	141	141	137D	160	160	160D	126	126	126	161D	160	160	160	176D	196	206	
439	129	129D	139	139	139D	141	141	137D	160	160	160D	126	126	126	161D	160	160	160	176D	196	206	
440	131	127D	141	141	137D	141	141	137D	184	184	160D	126	126	126	161D	160	160	160	176D	196	206	
441	131	127D	143	143	139D	143	143	139D	186	186	162D	126	126	126	162D	160	160	160	176D	196	206	
442	134	130D	143	143	139D	145	145	141D	186	186	162D	126	126	126	162D	160	160	160	176D	196	206	
443	136	132D	145	145	141D	149	149	145D	186	186	164D	126	126	126	164D	179	179	179	175D	193	206	
444	141	137D	149	149	145D	152	152	148D	175	175	169D	160	173	173	169D	173	173	173	169D	186	200	
445	141	137D	152	152	148D	156	156	151D	175	175	169D	160	173	173	169D	173	173	173	169D	186	200	
446	141	137D	152	152	148D	156	156	151D	175	175	169D	154	173	173	169D	168	173	173	169D	183	196	
447	143	139D	152	152	148D	156	156	151D	176	176	172D	154	176	176	172D	168	176	176	172D	183	196	
448	145	141D	156	156	151D	152	152	148D	175	175	169D	154	173	173	169D	168	173	173	169D	183	196	
449	145	141D	156	156	151D	152	152	148D	171	171	167D	154	171	171	167D	168	171	171	167D	183	196	
450	145	141D	149	149	145D	145	145	141D	166	166	162D	141	166	166	162D	156	166	166	162D	169	182	
451	156	156	157	157	157	156	156	156	178	178	178	125	178	178	178	142	178	178	178	158	178	
452	156	156	156	156	156	152	152	152	178	178	178	130	178	178	178	145	178	178	178	168	178	
453	160	160	160	160	160	157	157	157	178	178	178	135	178	178	178	142	178	178	178	158	178	
454	157	157	160	160	160	157	157	157	178	178	178	135	178	178	178	142	178	178	178	158	178	
455	157	157	157	157	157	156	156	156	178	178	178	130	178	178	178	145	178	178	178	162	178	
456	157	157	157	157	157	156	156	156	173	173	173	130	173	173	173	145	173	173	173	162	173	
457	156	156	156	156	156	152	152	152	171	171	171	130	171	171	171	145	171	171	171	162	173	
458	156	156	156	156	156	149	149	149	166	166	166	130	166	166	166	150	166	166	166	166	178	
459	149	145D	149	149	145D	145	145	141D	166	166	164D	126	166	166	164D	150	166	166	164D	166	178	
460	149	145D	149	149	145D	145	145	141D	166	166	164D	141	166	166	164D	155	166	166	164D	169	182	
461	145	141D	156	156	149D	149	149	145D	166	166	164D	141	166	166	164D	155	166	166	164D	169	182	
462	156	148D	156	156	151D	156	156	148D	175	175	169D	146	175	175	169D	161	173	173	169D	177	186	
463	149	145D	156	156	151D	166	166	148D	171	171	167D	146	171	171	167D	161	171	171	167D	177	186	
464	156	145D	157	157	153D	156	156	151D	176	176	172D	150	176	176	172D	165	176	176	172D	182	193	
465	156	151D	160	160	156D	157	157	153D	176	176	172D	150	176	176	172D	165	176	176	172D	182	193	
466	157	153D	164	164	160D	160	160	156D	179	179	175D	160	179	179	175D	174	179	179	175D	190	202	
467	149	145D	156	156	151D	158	158	148D	171	171	167D	160	171	171	167D	174	174	174	170D	190	202	
468	157	153D	164	164	160D	160	160	156D	179	179	175D	160	179	179	175D	174	179	179	175D	190	202	
469	156	151D	164	164	161D	160	160	156D	179	179	175D	160	179	179	175D	174	179	179	175D	190	202	
470	160	156D	168	168	165D	164	164	160D	182	182	178D	160	182	182	178D	174	182	182	178D	190	202	
471	164	160D	168	168	164D	168	168	165D	186	186	181D	160	186	186	181D	174	186	186	181D	190	202	
472	157	153D	164	164	160D	160	160	156D	179	179	175D	160	179	179	175D	165	179	179	175D	182	193	
473	153	149D	157	157	153D	156	156	151D	176	176	172D	150	176	176	172D	165	176	176	172D	182	193	
474	149	145D	156	156	151D	158	158	148D	173	173	169D	150	173	173	169D	165	173	173	169D	182	193	
475	164	160D	168	168	164D	166	166	162D	186	186	181D	160	186	186	181D	174	186	186	181D	190	202	
476	160	156D	168	168	164D	164	164	160D	182	182	178D	160	182	182	178D	174	182	182	178D	190	202	
477	164	160D	172	172	167D	168	168	164D	186	186	181D	160	186	186	181D	174	186	186	181D	190	202	
478	164	160D	172	172	167D	168	168	164D	186	186	181D	160	186	186	181D	174	186	186	181D	190	202	
479	149	145D	157	157	153D	156	156	151D	171	171	167D	154	171	171	167D	168	171	171	167D	183	196	
480	149	145D	157	157	153D	156	156	151D	173	173	169D	154	173	173	169D	168	173	173	169D	183	196	
481	156	151D	160	160	156D	157	157	153D	176	176	172D	160	176	176	172D	174	176	176	172D	190	202	
482	156	151D	160	160	156D	157	157	153D	176	176	172D	160	176	176	172D	174	176	176	172D	190	202	
483	164	160D	172	172	167D	171	171	167D	186	186	181D	160	186	186	181D	174	186	186	181D	190	202	
484	171	167D	176	176	174D	178	178	174D	186	186	182D	160	186	186	182D	174	186	186	182D	190	202	
485	178	169D	176	176	174D	178	178	178D	188	188	186D	160	188	188	186D	174	188	188	186D	190	202	

AR - All Rail.
RWR - Rail, Water, Rail.

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Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																				
	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P						
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																				
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
487	122	118D	131	131	127D	134	134	130D	157	157	153D	173	173	173	169D	185	185	185	181D	198	212
488	125	121D	134	134	130D	136	136	132D	157	157	153D	173	173	173	169D	185	185	185	181D	198	212
489	129	125D	136	136	132D	141	141	137D	160	160	156D	173	173	173	169D	185	185	185	181D	198	212
490	129	125D	136	136	132D	141	141	137D	164	164	160D	173	173	173	169D	185	185	185	181D	198	212
491	131	127D	141	141	137D	143	143	139D	166	166	162D	173	173	173	169D	185	185	185	181D	198	212
492	134	130D	143	143	139D	145	145	141D	166	166	162D	173	173	173	169D	185	185	185	181D	198	212
493	134	130D	143	143	139D	145	145	141D	166	166	162D	166	166	166	162D	179	179	179	175D	192	206
494	134	130D	143	143	139D	145	145	141D	166	166	162D	166	166	166	162D	179	179	179	175D	193	206
495	136	132D	145	145	141D	149	149	145D	168	168	164D	166	168	168	164D	179	179	179	175D	193	206
496	136	132D	145	145	141D	145	145	141D	168	168	164D	166	168	168	164D	179	179	179	175D	193	206
497	136	132D	145	145	141D	145	145	141D	168	168	164D	166	168	168	164D	179	179	179	175D	193	206
498	125	121D	134	134	130D	136	136	132D	160	160	156D	173	173	173	169D	185	185	185	181D	198	212
499	143	139D	143	143	139D	141	141	137D	164	164	160D	141	164	164	160D	155	164	164	160D	169	181
500	141	137D	143	143	139D	141	141	137D	160	160	156D	141	160	160	156D	155	160	160	156D	169	181
501	141	137D	143	143	139D	143	143	139D	160	160	156D	141	160	160	156D	155	160	160	156D	169	181
502	141	137D	141	141	137D	136	136	132D	160	160	156D	141	160	160	156D	155	160	160	156D	169	181
503	136	136	141	141	141	136	136	136	157	157	157	141	157	157	157	155	157	157	157	169	181
504	129	125D	131	131	127D	129	129	125D	149	149	145D	141	149	149	145D	155	155	155	151D	169	181
505	129	129	131	131	131	129	129	129	149	149	149	134	149	149	149	153	153	153	153	168	179
506	129	125D	129	129	125D	125	125	121D	145	145	141D	134	145	145	141D	153	153	153	149D	168	179
507	126	121D	125	125	121D	122	122	118D	145	145	141D	134	145	145	141D	153	153	153	149D	168	179
508	122	118D	125	125	121D	122	122	118D	143	143	139D	134	143	143	139D	153	153	153	149D	168	179
509	125	121D	125	125	121D	122	122	118D	145	145	141D	134	145	145	141D	153	153	153	149D	168	179
510	125	121D	129	129	125D	125	125	121D	145	145	141D	134	145	145	141D	153	153	153	149D	168	179
511	129	125D	129	129	125D	125	125	121D	145	145	141D	134	145	145	141D	153	153	153	149D	168	179
512	131	131	129	129	129	125	125	125	149	149	149	134	149	149	149	153	153	153	153	168	179
513	134	134	129	129	129	125	125	125	145	145	145	125	145	145	145	145	145	145	145	164	179
514	131	131	125	125	125	122	122	122	145	145	145	125	145	145	145	145	145	145	145	164	179
515	131	131	125	125	125	122	122	122	143	143	143	125	143	143	143	145	145	145	145	164	179
516	131	131	125	125	125	122	122	122	143	143	143	125	143	143	143	145	145	145	145	164	179
517	136	136	136	136	136	134	134	134	157	157	157	125	157	157	157	143	157	157	157	158	173
518	131	131	125	125	125	122	122	122	143	143	143	122	143	143	143	141	143	143	143	158	173
519	136	136	129	129	129	125	125	125	149	149	149	122	149	149	149	141	149	149	149	158	173
520	149	149	143	143	143	141	141	141	157	157	157	119	157	157	157	134	157	157	157	150	167
521	145	145	141	141	141	136	136	136	155	155	155	119	155	155	155	134	155	155	155	150	167
522	141	141	136	136	136	134	136	136	155	155	155	119	155	155	155	134	155	155	155	150	167
523	141	141	136	136	136	134	134	134	155	155	155	119	155	155	155	134	155	155	155	150	167
524	141	141	134	134	134	131	131	131	155	155	155	113	155	155	155	131	155	155	155	150	161
525	129	125D	136	136	132D	136	136	132D	160	160	156D	165	165	165	161D	180	180	180	176D	198	211
526	129	125D	141	141	137D	141	141	137D	164	164	160D	165	165	165	161D	180	180	180	176D	198	209
527	129	125D	136	136	132D	141	141	137D	164	164	160D	165	165	165	161D	180	180	180	176D	198	209
528	129	125D	136	136	132D	136	136	132D	160	160	156D	157	160	160	156D	174	174	174	170D	191	202
529	131	127D	141	141	137D	141	141	137D	164	164	160D	157	164	164	160D	174	174	174	170D	191	202
530	129	125D	136	136	132D	141	141	137D	160	160	156D	157	160	160	156D	174	174	174	170D	191	202
531	131	127D	141	141	137D	141	141	137D	164	164	160D	146	164	164	160D	161	164	164	160D	182	194
532	134	130D	141	141	137D	141	141	137D	164	164	160D	146	164	164	160D	161	164	164	160D	182	194
533	134	130D	141	141	137D	136	136	132D	157	157	153D	146	157	157	153D	161	164	164	160D	182	194
534	136	132D	143	143	139D	136	136	132D	164	164	160D	154	164	164	160D	168	168	168	164D	185	196
535	141	137D	145	145	141D	143	143	139D	164	164	160D	154	164	164	160D	168	168	168	164D	185	196
536	143	139D	149	149	145D	145	145	141D	166	166	162D	154	166	166	162D	168	168	168	164D	183	196
537	143	139D	149	149	145D	145	145	141D	166	166	162D	146	166	166	162D	161	166	166	162D	177	188
538	145	141D	152	152	148D	152	152	148D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
539	149	145D	152	152	148D	149	149	145D	171	171	167D	146	171	171	167D	161	171	171	167D	177	188
540	108	104D	120	120	116D	122	122	118D	143	143	139D	165	165	165	161D	180	180	180	176D	196	209

AR - All Rail.
RWR - Rail, Water, Rail.

dd to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of Tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B		C		D		E		F		G		H		J		K		L		M		N		O		P	
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																													
	AR	RNR	AR RNR	AR	RNR	AR RNR	AR	RNR	AR RNR	AR	RNR	AR RNR	AR RNR	AR	RNR	AR RNR	AR RNR	AR	RNR	AR RNR	AR RNR	AR	RNR	AR RNR	AR RNR
541	108	104D	117	117	113D	120	120	116D	143	143	139D	165	165	165	161D	180	180	180	176D	196	208
542	108	104D	117	117	113D	120	120	116D	143	143	139D	160	160	160	156D	180	180	180	176D	196	208
543	113	109D	122	122	118D	125	125	121D	145	145	141D	165	165	165	161D	180	180	180	176D	196	208
544	111	107D	120	120	116D	122	122	118D	145	145	141D	165	165	165	161D	180	180	180	176D	196	208
545	108	104D	117	117	113D	120	120	116D	141	141	137D	156	156	156	152D	173	173	173	169D	190	202
546	106	104D	113	113	109D	117	117	113D	141	141	137D	156	156	156	152D	173	173	173	169D	190	202
547	106	102D	113	113	109D	117	117	107D	141	141	137D	154	154	154	150D	169	169	169	165D	186	200
548	111	107D	120	120	116D	122	122	118D	143	143	139D	156	156	156	152D	173	173	173	169D	190	202
549	113	109D	122	122	118D	125	125	121D	145	145	141D	156	156	156	152D	173	173	173	169D	190	202
550	113	109D	122	122	118D	125	125	121D	145	145	141D	154	154	154	150D	169	169	169	165D	186	200
551	108	104D	117	117	113D	120	120	116D	143	143	139D	156	156	156	152D	173	173	173	169D	190	202
552	108	104D	117	117	113D	120	120	116D	141	141	137D	156	156	156	152D	173	173	173	169D	190	202
553	106	102D	117	117	113D	120	120	116D	141	141	137D	156	156	156	152D	173	173	173	169D	190	202
554	108	104D	117	117	113D	120	120	116D	141	141	137D	161	161	161	157D	178	178	178	174D	194	205
555	108	104D	117	117	113D	120	120	116D	141	141	137D	164	164	164	160D	180	180	180	176D	196	208
556	113	109D	122	122	118D	125	125	121D	149	149	145D	164	164	164	160D	180	180	180	176D	196	208
557	117	113D	125	125	121D	129	129	125D	149	149	145D	164	164	164	160D	180	180	180	176D	196	208
558	106	102D	113	113	109D	113	113	109D	136	136	132D	154	154	154	150D	180	180	169	165D	186	200
559	106	102D	113	113	109D	113	113	109D	136	136	132D	146	146	146	142D	165	165	165	161D	180	194
560	106	102D	113	113	109D	113	113	109D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
561	101	97D	111	111	107D	113	113	109D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
562	99	95D	108	108	104D	111	111	107D	134	134	130D	154	154	154	150D	169	169	169	165D	186	200
563	108	104D	111	111	107D	111	111	107D	131	131	127D	146	146	146	142D	165	165	165	161D	180	194
564	111	107D	111	111	107D	108	108	104D	131	131	127D	140	140	140	136D	156	156	156	161D	173	186
565	106	102D	111	111	107D	111	111	107D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
566	108	104D	113	113	109D	113	113	109D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
567	108	104D	111	111	107D	111	111	107D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
568	106	104D	108	108	104D	108	108	104D	131	131	127D	146	146	146	142D	165	165	165	161D	180	194
569	108	104D	111	111	107D	111	111	107D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
570	108	104D	111	111	107D	111	111	107D	131	131	127D	146	146	146	142D	165	165	165	161D	180	194
571	111	107D	113	113	109D	111	111	107D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
572	108	104D	111	111	107D	108	108	104D	131	131	127D	146	146	146	142D	165	165	165	161D	180	194
573	111	107D	111	111	107D	108	108	104D	131	131	127D	146	146	146	142D	165	165	165	161D	180	194
574	111	107D	111	111	107D	108	108	104D	129	129	125D	140	140	140	136D	156	156	156	161D	173	186
575	108	104D	117	117	113D	117	117	113D	141	141	137D	154	154	154	150D	169	169	169	165D	186	200
576	106	102D	117	117	113D	117	117	113D	136	136	132D	146	146	146	142D	165	165	165	161D	180	194
577	108	104D	117	117	113D	113	113	109D	136	136	132D	146	146	146	142D	165	165	165	161D	180	194
578	111	107D	120	120	116D	117	117	113D	141	141	137D	146	146	146	142D	165	165	165	161D	180	194
579	111	107D	120	120	116D	117	117	113D	136	136	132D	146	146	146	142D	165	165	165	161D	180	194
580	111	107D	113	113	109D	111	111	107D	131	131	127D	140	140	140	136D	156	156	156	151D	173	185
581	113	109D	113	113	109D	111	111	107D	134	134	130D	140	140	140	136D	156	156	156	151D	173	185
582	117	113D	117	117	113D	118	118	109D	136	136	132D	140	140	140	136D	156	156	156	161D	173	185
583	120	116D	120	120	116D	117	117	113D	136	136	132D	140	140	140	136D	156	156	156	151D	173	185
584	120	116D	120	120	116D	117	117	113D	141	141	137D	131	141	141	137D	150	150	150	146D	166	178
585	122	118D	122	122	118D	120	120	116D	141	141	137D	131	141	141	137D	150	150	150	146D	166	178
586	122	118D	122	122	118D	120	120	116D	141	141	137D	131	141	141	137D	150	150	150	146D	166	178
587	122	118D	120	120	116D	117	117	113D	141	141	137D	131	141	141	137D	150	150	150	146D	166	178
588	122	118D	122	122	118D	120	120	116D	141	141	137D	131	141	141	137D	150	150	150	146D	166	178
589	125	121D	122	122	118D	120	120	116D	141	141	137D	120	141	141	137D	141	141	141	137D	156	171
590	129	125	120	120	120	117	117	117	141	141	141	120	141	141	141	141	141	141	141	156	171
591	129	129	122	122	122	120	120	120	141	141	141	120	141	141	141	141	141	141	141	156	171
592	129	129	122	122	122	120	120	120	141	141	141	120	141	141	141	141	141	141	141	156	171
593	129	129	120	120	120	117	117	117	136	136	136	120	136	136	136	141	141	141	141	156	171
594	125	125	117	117	117	113	113	113	136	136	136	120	136	136	136	141	141	141	141	156	171

AR - All Rail.
RNR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern stations shown on pages 17 to 95 of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive taking the following Rate Basis Letters under Heading Section 4A.

	A	B	C	D	E	F	G	H	J	K	L	N	R	Q	P

APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 486 to 488 of tariff as amended, inclusive).

From and To Northern stations shown on pages 17 to 95 of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	A		B	C		D	E		F	G		H	J	K		L	N	R		Q	P
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
596	122	122	113	113	113	111	111	111	134	134	134	130	134	134	134	141	141	141	141	139	171
598	122	122	117	117	117	113	113	113	134	134	134	130	134	134	134	141	141	141	141	138	171
597	120	120	111	111	111	108	108	108	131	131	131	130	131	131	131	141	141	141	141	138	171
598	129	129	122	122	122	120	120	120	141	141	141	136	141	141	141	145	145	145	145	144	178
599	131	131	129	129	129	125	125	125	149	149	149	134	149	149	149	153	153	153	153	150	178
600	131	131	125	125	125	122	122	122	143	143	143	135	143	143	143	145	145	145	145	144	178
601	131	131	122	122	122	120	120	120	143	143	143	130	143	143	143	141	143	143	143	144	171
602	136	136	131	131	131	129	129	129	149	149	149	119	149	149	149	134	149	149	149	150	187
603	131	131	122	122	122	120	120	120	143	143	143	130	143	143	143	141	143	143	143	144	171
604	129	129	120	120	120	117	117	117	141	141	141	116	141	141	141	134	141	141	141	140	168
605	129	129	122	122	122	120	120	120	141	141	141	116	141	141	141	134	141	141	141	140	168
606	134	134	129	129	129	125	125	125	149	149	149	106	149	149	149	135	149	149	149	141	185
607	120	116D	122	122	116D	120	120	116D	143	143	139D	148	143	143	139D	140	140	140	140	138	171
608	117	113D	120	120	116D	117	117	113D	136	136	132D	134	136	136	132D	133	133	133	133	140	168
609	120	116D	122	122	116D	120	120	116D	141	141	137D	134	141	141	137D	133	133	133	133	140	168
610	120	116D	120	120	116D	117	117	113D	141	141	137D	134	141	141	137D	133	133	133	133	140	168
611	120	116D	120	120	116D	117	117	113D	136	136	132D	131	136	136	132D	130	130	130	130	140	168
612	120	116D	120	120	116D	117	117	113D	141	141	137D	134	141	141	137D	133	133	133	133	140	168
613	122	118D	122	122	118D	120	120	116D	143	143	139D	134	143	143	139D	133	133	133	133	140	168
614	122	118D	122	122	118D	120	120	116D	143	143	139D	142	143	143	139D	130	130	130	130	138	171
615	122	118D	122	122	118D	120	120	116D	141	141	137D	134	141	141	137D	133	133	133	133	140	168
616	131	131	134	134	134	131	131	131	152	152	152	134	152	152	152	133	133	133	133	140	168
617	136	136	141	141	141	136	136	136	157	157	157	135	157	157	157	143	157	157	157	150	178
618	143	143	141	141	141	136	136	136	160	160	160	135	160	160	160	141	160	160	160	150	178
619	145	145	136	136	136	134	134	134	157	157	157	119	157	157	157	134	157	157	157	150	187
620	141	141	134	134	134	131	131	131	155	155	155	119	155	155	155	134	155	155	155	150	187
621	101	97D	111	111	107D	113	113	109D	134	134	130D	154	154	154	150D	169	169	169	169	165	203
622	101	97D	111	111	107D	113	113	109D	136	136	132D	154	154	154	150D	169	169	169	169	165	203
623	96	92D	106	106	104D	111	111	107D	134	134	130D	156	156	156	154D	174	174	174	170	165	203
624	106	102D	106	106	104D	111	111	107D	131	131	127D	154	154	154	150D	169	169	169	165	165	203
625	99	95D	99	99	95D	101	101	97D	125	125	121D	141	141	141	137D	160	160	160	156	177	198
626	99	95D	99	99	95D	101	101	97D	125	125	121	141	141	141	137D	160	160	160	156	177	198
627	99	95D	108	108	104D	111	111	107D	134	134	130D	154	154	154	150D	169	169	169	165	185	203
628	101	97D	108	108	104D	111	111	107D	134	134	130D	154	154	154	150D	169	169	169	165	185	203
629	101	97D	108	108	104D	111	111	107D	131	131	127D	154	154	154	150D	169	169	169	165	185	203
630	96	92D	106	106	104D	111	111	107D	134	134	130D	154	154	154	150D	169	169	169	165	185	203
631	96	92D	108	108	104D	111	111	107D	134	134	130D	156	156	156	154D	174	174	174	170	190	209
632	92	88D	108	108	104D	111	111	107D	134	134	130D	156	156	156	154D	174	174	174	170	190	209
633	96	92D	111	111	107D	113	113	109D	136	136	132D	156	156	156	154D	174	174	174	170	190	209
634	101	97D	113	113	109D	117	117	113D	136	136	132D	156	156	156	154D	174	174	174	170	190	209
635	96	92D	113	113	109D	117	117	113D	141	141	137D	156	156	156	154D	174	174	174	170	190	209
636	92	88D	111	111	107D	113	113	109D	136	136	132D	156	156	156	154D	174	174	174	170	190	209
637	96	84D	111	111	107D	117	117	113D	141	141	137D	156	156	156	154D	174	174	174	170	190	209
638	88	84D	111	111	107D	113	113	109D	136	136	132D	156	156	156	154D	174	174	174	170	190	209
639	87	83D	111	111	107D	117	117	113D	141	141	137D	156	156	156	154D	174	174	174	170	190	209
640	92	88D	113	113	109D	122	122	118D	146	146	141D	156	156	156	154D	174	174	174	170	190	209
641	87	83D	111	111	107D	122	122	118D	143	143	139D	164	164	164	160D	178	178	178	174	190	209
642	87	83D	111	111	107D	122	122	118D	145	145	141D	164	164	164	160D	178	178	178	174	190	209
643	88	84D	111	111	107D	122	122	118D	145	145	141D	164	164	164	160D	178	178	178	174	190	209
644	87	83D	111	111	107D	120	120	116D	141	141	137D	156	156	156	154D	174	174	174	170	190	209
645	88	84D	111	111	107D	120	120	116D	141	141	137D	164	164	164	160D	178	178	178	174	190	209
646	101	97D	101	101	97D	106	106	102D	129	129	125D	141	141	141	137D	160	160	160	156	177	198
647	101	97D	101	101	97D	106	106	102D	129	129	125D	141	141	141	137D	160	160	160	156	177	198
648	106	102D	106	106	102D	106	106	102D	129	129	125D	141	141	141	137D	160	160	160	156	177	198

AR - All Rail.
RWR - Rail, Water, Rail.

d to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Southern Stations shown on pages 17 to 96, of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A.

To and From Southern Stations shown on pages 96 to 173 of tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

A	B	C	D	E	F	G	H	J	K	L	M	N	O	P

APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 486 of tariff as amended, inclusive).

AR	RHR	AR RHR	AR	RHR	AR RHR	AR	RHR	AR RHR	AR	RHR	AR RHR	AR RHR	AR	RHR	AR RHR	AR RHR	AR	RHR	AR RHR	AR RHR
108	1082	108	108	1082	108	108	1042	128	128	1282	141	141	141	1372	160	160	160	1862	177	189
108	1082	108	108	1082	108	108	1042	128	128	1282	140	140	140	1362	156	156	156	1812	173	185
108	1082	108	108	1082	108	108	1082	128	128	1282	140	140	140	1362	156	156	156	1812	173	185
108	1082	108	108	1082	108	108	1082	125	125	1212	140	140	140	1362	156	156	156	1812	173	185
108	1082	108	108	1082	108	108	1082	125	125	1212	134	134	134	1302	153	153	153	1462	169	185
106	1062	108	106	1062	101	101	972	122	122	1182	134	134	134	1302	153	153	153	1462	169	185
108	1042	111	111	1072	108	108	1042	131	131	1272	140	140	140	1362	156	156	156	1812	173	185
108	1042	111	111	1072	108	108	1042	131	131	1272	140	140	140	1362	156	156	156	1812	173	185
108	1042	111	111	1072	108	108	1042	128	128	1242	140	140	140	1362	156	156	156	1812	173	185
117	1132	117	117	1132	113	113	1092	134	134	1302	146	146	146	1422	165	165	165	1912	178	194
117	1132	117	117	1132	113	113	1092	134	134	1302	146	146	146	1422	165	165	165	1912	178	194
117	1132	117	117	1132	113	113	1092	134	134	1302	140	140	140	1362	156	156	156	1812	178	185
120	1162	120	120	1162	117	117	1122	141	141	1372	146	146	146	1422	165	165	165	1912	178	194
120	1162	122	122	1182	120	120	1162	141	141	1372	146	146	146	1422	165	165	165	1912	178	194
131	1272	131	131	1272	129	129	1252	152	152	1462	143	152	152	1462	156	156	156	1812	169	182
143	1402	143	143	1392	143	143	1392	164	164	1602	141	164	164	1602	156	164	164	1902	169	182
149	1452	149	149	1452	145	145	1412	156	156	1522	135	156	156	1522	150	156	156	1822	166	178
108	1082	117	117	1132	120	120	1162	141	141	1372	154	154	154	1502	169	169	169	1952	186	200
111	1072	120	120	1162	122	122	1182	145	145	1412	154	154	154	1502	160	160	160	1792	196	208
111	1072	111	111	1072	108	108	1042	128	128	1242	140	140	140	1362	156	156	156	1812	178	185
111	1072	108	108	1042	108	108	1082	125	125	1212	140	140	140	1362	156	156	156	1812	178	185
108	1042	108	108	1082	101	101	972	122	122	1182	140	140	140	1362	156	156	156	1812	178	185
108	1042	101	101	972	99	99	96	122	122	1182	140	140	140	1362	156	156	156	1812	178	185
108	1042	101	101	972	99	99	96	120	120	1162	140	140	140	1362	156	156	156	1812	178	185
78	712	101	101	972	113	113	1092	134	134	1302	134	134	134	1302	178	178	178	1742	190	208
78	712	101	101	972	113	113	1092	134	134	1302	134	134	134	1302	178	178	178	1742	190	208
78	712	101	101	972	113	113	1092	134	134	1302	134	134	134	1302	178	178	178	1742	190	208
78	712	101	101	972	113	113	1092	134	134	1302	134	134	134	1302	178	178	178	1742	190	208
88	812	91	91	972	101	101	972	125	125	1212	134	134	134	1302	178	178	178	1742	190	208
41	372	88	88	702	96	96	96	120	120	1162	134	134	134	1302	178	178	178	1682	182	196
78	712	101	101	972	113	113	1092	134	134	1302	134	134	134	1302	178	178	178	1742	190	208
148	148	148	148	148	148	148	148	166	166	166	130	166	166	166	145	166	166	166	582	178
143	143	134	134	134	131	131	131	156	156	156	117	156	156	156	134	156	156	156	152	164
139	139	130	130	130	117	117	117	141	141	141	118	141	141	141	120	141	141	141	146	160
143	143	136	136	136	134	134	134	157	157	157	135	157	157	157	143	157	157	157	156	178
108	1042	117	117	1132	120	120	1162	148	148	1382	154	154	154	1502	169	169	169	1652	186	200
111	1072	120	120	1162	122	122	1182	146	146	1412	154	154	154	1502	169	169	169	1652	186	200
108	1082	118	118	1092	120	120	1162	136	136	1262	154	154	154	1502	169	169	169	1652	186	200
108	1042	117	117	1132	120	120	1162	148	148	1382	154	154	154	1502	169	169	169	1652	186	200
108	1042	117	117	1132	120	120	1162	141	141	1372	154	154	154	1502	169	169	169	1652	186	200
111	1072	120	120	1162	120	120	1162	148	148	1382	154	154	154	1502	169	169	169	1652	186	200
111	1072	117	117	1132	113	113	1092	136	136	1262	146	146	146	1422	165	165	165	1612	180	194
111	1072	117	117	1132	113	113	1092	134	134	1302	146	146	146	1422	165	165	165	1612	180	194
111	1072	118	118	1092	111	111	1072	131	131	1272	146	146	146	1422	165	165	165	1612	180	194
111	1072	120	120	1162	120	120	1162	141	141	1372	146	146	146	1422	165	165	165	1612	180	194
111	1072	120	120	1162	120	120	1162	141	141	1372	154	154	154	1502	169	169	169	1652	186	200
118	1092	120	120	1162	117	117	1132	141	141	1372	146	146	146	1422	165	165	165	1612	178	194
111	1072	120	120	1162	120	120	1162	141	141	1372	154	154	154	1502	169	169	169	1652	186	200
118	1092	120	120	1162	117	117	1132	136	136	1262	146	146	146	1422	165	165	165	1612	180	194
118	1092	117	117	1132	118	118	1092	134	134	1302	146	146	146	1422	165	165	165	1612	180	194
118	1092	118	118	1092	111	111	1072	134	134	1302	146	146	146	1422	165	165	165	1612	180	194
111	1072	118	118	1092	108	118	1092	134	134	1302	146	146	146	1422	165	165	165	1612	180	194
118	1092	117	117	1132	118	118	1092	136	136	1282	146	146	146	1422	165	165	165	1612	180	194
117	1132	120	120	1162	117	117	1132	136	136	1302	146	146	146	1422	165	165	165	1612	178	194

AR - All Rail.
RHR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																				
	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																				
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
703	106	102D	117	117	113D	120	120	116D	141	141	137D	154	154	154	150D	169	169	169	165D	185	200
704	108	104D	117	117	113D	120	120	116D	143	143	139D	165	165	165	161D	180	180	180	176D	196	208
705	108	104D	113	113	109D	113	113	109D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
706	108	104D	111	111	107D	111	111	107D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
707	111	107D	120	120	116D	117	117	113D	143	143	139D	146	146	146	142D	165	165	165	161D	180	194
708	113	109D	120	120	116D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	180	194
709	120	116D	122	122	118D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
710	122	118D	122	122	118D	120	120	116D	143	143	139D	143	143	143	139D	160	160	160	156D	176	190
711	108	104D	120	120	116D	122	122	118D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200
712	111	107D	120	120	116D	122	122	118D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200
713	108	104D	108	108	104D	108	108	102D	125	125	121D	140	140	140	136D	155	155	155	151D	173	185
714	108	104D	108	108	102D	101	101	97D	125	125	121D	140	140	140	136D	155	155	155	151D	173	185
715	106	102D	113	113	109D	117	117	113D	141	141	137D	146	146	146	142D	165	165	165	161D	180	194
716	106	102D	113	113	109D	117	117	113D	136	136	132D	146	146	146	142D	165	165	165	161D	180	194
717	101	97D	111	111	107D	113	113	109D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194
718	106	102D	117	117	113D	120	120	116D	141	141	137D	161	161	161	157D	178	178	178	174D	194	208
719	106	102D	113	113	109D	117	117	113D	141	141	137D	161	161	161	157D	178	178	178	174D	194	208
721	106	102D	106	106	102D	108	108	104D	131	131	127D	141	141	141	137D	160	160	160	156D	177	189
722	129	125D	129	129	125D	125	125	121D	149	149	145D	145D	149	149	145D	160	160	160	156D	176	190
723	101	97D	101	101	97D	106	106	102D	125	125	121D	134	134	134	130D	153	153	153	149D	169	181
724	106	102D	106	106	102D	101	101	97D	122	122	120	134	134	134	130D	153	153	153	149D	169	181
725	106	102D	101	101	97D	99	99	96	120	120	120	134	134	134	130D	153	153	153	149D	169	181
726	120	120	113	113	113	111	111	111	131	131	131	117	131	131	131	136	136	136	136	154	168
727	122	122	113	113	113	111	111	111	131	131	131	117	131	131	131	136	136	136	136	154	168
728	122	122	113	113	113	111	111	111	134	134	134	117	134	134	134	136	136	136	136	154	168
729	125	125	113	113	113	111	111	111	131	131	131	117	131	131	131	136	136	136	136	154	168
730	125	125	113	113	113	111	111	111	131	131	131	117	131	131	131	136	136	136	136	154	168
731	129	129	111	111	111	108	108	108	131	131	131	117	131	131	131	136	136	136	136	154	168
732	129	129	108	108	108	108	108	106	129	129	129	117	129	129	129	136	136	136	136	154	168
733	129	129	108	108	108	106	108	106	129	129	129	117	129	129	129	136	136	136	136	154	168
734	129	129	108	108	108	106	106	106	129	129	129	120	129	129	129	136	136	136	136	154	168
735	125	125	106	106	106	101	101	101	125	125	125	120	125	125	125	136	136	136	136	154	168
736	125	125	106	106	106	101	101	101	125	125	125	120	125	125	125	136	136	136	136	154	168
737	125	125	106	106	106	101	101	101	122	122	122	120	122	122	122	136	136	136	136	154	168
738	122	122	101	101	101	99	99	99	122	122	122	120	122	122	122	136	136	136	136	154	168
739	120	120	99	99	99	99	99	99	120	120	120	120	120	120	120	136	136	136	136	154	168
740	131	131	111	111	111	108	108	108	129	129	129	120	129	129	129	136	136	136	136	154	168
741	125	121D	134	134	130	136	136	132D	160	160	156D	165	165	165	161D	180	180	180	176D	196	208
742	129	125D	136	136	132D	141	141	137D	167	167	163D	165	167	167	163D	180	180	180	176D	196	208
743	129	125D	136	136	132D	136	136	132D	160	160	156D	165	165	165	161D	180	180	180	176D	196	208
744	131	127D	141	141	137D	143	143	139D	164	164	160D	165	165	165	161D	180	180	180	176D	196	208
745	131	127D	141	141	137D	143	143	139D	164	164	160D	165	165	165	161D	179	179	179	175D	195	208
746	134	130D	143	143	139D	145	145	141D	166	166	162D	165	166	166	162D	179	179	179	175D	195	208
747	134	130D	143	143	139D	145	145	141D	168	168	164D	165	168	168	164D	179	179	179	175D	195	208
748	134	130D	143	143	139D	145	145	141D	168	168	164D	160	168	168	164D	173	173	173	169D	186	200
749	141	137D	152	152	148D	156	156	151D	178	178	169D	154	173	173	169D	168	173	173	169D	188	200
750	145	141D	156	156	151D	156	156	151D	178	178	172D	154	176	176	172D	168	176	176	172D	188	200
751	145	141D	156	156	151D	152	152	148D	171	171	167D	154	171	171	167D	168	171	171	167D	185	198
752	120	116D	129	129	125D	129	129	125D	152	152	148D	154	154	154	150D	169	169	169	165D	185	200
753	122	118D	131	131	127D	129	129	125D	152	152	148D	154	154	154	150D	169	169	169	165D	185	200
754	122	118D	129	129	125D	125	125	121D	149	149	145D	154	154	154	150D	169	169	169	165D	185	200
755	125	121D	122	122	118D	122	122	118D	143	143	139D	142	143	143	139D	160	160	160	156D	176	190
756	125	121D	125	125	121D	122	122	118D	145	145	141D	142	145	145	141D	160	160	160	156D	176	190

AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 485 of Tariff:

SECTION 4A - Continued
(For Application, see page 485 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																				
	AR	RMR	AR RMR	AR	RMR	AR RMR	AR	RMR	AR RMR	AR	RMR	AR RMR	AR RMR	AR	RMR	AR RMR	AR RMR	AR	RMR	AR RMR	AR RMR
757	125	121D	125	125	121D	122	122	118D	145	145	141D	142	145	145	141D	160	160	160	156D	176	190
758	129	125D	129	129	125D	126	126	121D	149	149	145D	142	149	149	145D	160	160	160	156D	176	190
759	129	125D	131	131	127D	129	129	125D	149	149	145D	142	149	149	145D	160	160	160	156D	176	190
760	149	145D	160	160	156D	164	164	160D	182	182	178D	179	182	179	176D	191	191	191	187D	206	218
761	149	145D	157	157	153D	160	160	156D	179	179	176D	179	179	179	176D	191	191	191	187D	206	218
762	145	141D	155	155	151D	157	157	153D	179	179	176D	179	179	179	176D	191	191	191	187D	206	218
763	145	141D	155	155	151D	157	157	153D	176	176	172D	179	179	179	176D	191	191	191	187D	206	218
764	143	139D	152	152	148D	155	155	151D	176	176	172D	179	179	179	176D	191	191	191	187D	206	218
765	141	137D	152	152	148D	155	155	151D	173	173	169D	179	179	179	176D	191	191	191	187D	206	218
766	141	137D	149	149	145D	152	152	148D	177	171	167D	173	173	173	169D	185	185	185	181D	198	212
767	141	137D	152	152	148D	155	155	151D	173	173	169D	179	179	179	176D	191	191	191	187D	206	218
768	141	137D	152	152	148D	155	155	151D	174	174	170D	173	174	174	170D	185	185	185	181D	198	212
769	141	137D	152	152	148D	155	155	151D	173	173	169D	173	173	173	169D	185	185	185	181D	198	212
770	141	137D	149	149	145D	152	152	148D	171	171	167D	166	171	171	167D	179	179	179	175D	193	206
771	136	132D	149	149	145D	149	149	145D	171	171	167D	166	171	171	167D	179	179	179	175D	193	206
772	152	148D	160	160	156D	164	164	160D	185	185	181D	179	185	185	181D	191	191	191	187D	206	218
773	152	148D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	206	218
774	155	151D	164	164	160D	166	166	162D	185	185	181D	179	185	185	181D	191	191	191	187D	206	218
775	157	153D	166	166	162D	166	166	164D	186	186	184D	179	188	188	184D	191	191	191	187D	206	218
776	155	151D	164	164	160D	166	166	162D	185	185	181D	179	185	185	181D	191	191	191	187D	206	218
777	157	153D	166	166	162D	166	166	164D	185	185	181D	179	204	185	181D	191	191	191	187D	206	218
778	157	153D	166	166	162D	168	168	164D	188	188	184D	179	188	188	184D	191	191	191	187D	206	218
779	157	153D	166	166	162D	171	171	167D	188	188	184D	179	188	188	184D	191	191	191	187D	206	218
780	160	156D	168	168	164D	171	171	167D	188	188	184D	186	188	188	184D	197	197	197	193D	210	224
781	164	160D	171	171	167D	175	175	169D	191	191	187D	186	191	191	187D	197	197	197	193D	210	224
782	164	160D	173	173	169D	176	176	172D	194	194	190D	186	194	194	190D	197	197	197	193D	210	224
783	160	156D	168	168	164D	171	171	167D	188	188	184D	186	188	188	184D	197	197	197	193D	210	224
784	153	149D	172	172	168D	174	174	170D	195	195	191D	179	195	195	191D	191	191	191	187D	206	218
785	153	149D	172	172	168D	174	174	170D	195	195	191D	186	195	195	191D	197	197	197	193D	210	224
786	158	154D	176	176	172D	178	178	174D	196	196	192D	186	196	196	192D	197	197	197	193D	210	224
787	178	168D	188	188	178D	186	186	181D	204	204	200D	186	204	204	200D	197	204	204	200D	210	224
788	152	148D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	206	218
789	157	153D	166	166	162D	171	171	167D	188	188	184D	179	188	188	184D	191	191	191	187D	206	218
790	157	153D	166	166	162D	166	166	164D	190	190	186D	179	190	190	186D	191	191	191	187D	206	218
791	160	156D	168	168	164D	168	168	164D	190	190	186D	179	190	190	186D	191	191	191	187D	206	218
792	168	164D	171	171	167D	175	175	169D	193	193	189D	179	193	193	189D	191	193	193	189D	206	218
793	156	152D	166	166	161D	168	168	164D	186	186	182D	179	186	186	182D	191	191	191	187D	206	218
794	149	145D	157	157	153D	160	160	156D	182	182	178D	179	182	182	178D	191	191	191	187D	206	218
795	149	145D	157	157	153D	160	160	156D	182	182	178D	173	182	182	178D	185	185	185	181D	198	212
796	143	139D	155	155	151D	157	157	153D	176	176	172D	173	176	176	172D	185	185	185	181D	198	212
797	160	156D	168	168	164D	168	168	164D	191	191	187D	186	191	191	187D	197	197	197	193D	210	224
798	164	160D	172	172	168D	174	174	170D	191	191	187D	179	191	191	187D	191	191	191	187D	206	218
799	165	161D	173	173	169D	176	176	172D	196	196	192D	179	196	196	192D	191	196	196	192D	206	218
800	172	168D	179	179	175D	182	182	178D	200	200	196D	186	200	200	196D	197	200	200	196D	210	224
801	172	168D	179	179	175D	182	182	178D	200	200	196D	179	200	200	196D	191	200	200	196D	206	218
802	168	164D	176	176	172D	178	178	174D	196	196	192D	179	196	196	192D	191	196	196	192D	206	218
803	178	174D	186	186	182D	186	186	182D	205	205	201D	186	205	205	201D	197	205	205	201D	210	224
804	178	172D	183	183	179D	186	186	182D	205	205	201D	186	205	205	201D	197	205	205	201D	210	224
805	176	172D	183	183	179D	186	186	182D	205	205	201D	186	205	205	201D	197	205	205	201D	210	224
806	174	170D	182	182	178D	185	185	181D	204	204	200D	186	204	204	200D	197	204	205	201D	210	224
807	141	137D	149	149	145D	152	152	148D	173	173	169D	173	173	173	169D	185	185	185	181D	198	212
808	145	139D	152	152	148D	155	155	151D	176	176	172D	173	176	176	172D	185	185	185	181D	198	212
809	145	141D	155	155	151D	157	157	153D	179	179	176D	173	179	179	176D	186	186	186	181D	198	212
810	145	141D	157	157	153D	160	160	156D	179	179	176D	173	179	179	176D	185	186	186	181D	198	212

AR - All Rail.
RMR - Rail, Water, Rail.

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Add to page 486 of Tariff:

SECTION 4A - Continued

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																							
	A		B	C		D	E		F	G		H	J	K		L	M	N		O				
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive)																							
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR			
811	161	157D	169	169	165D	172	172	168D	189	189	185D	179	182	182	178D	191	191	191	187D	205	201			
812	165	161D	173	173	169D	176	176	172D	193	193	189D	179	193	193	189D	191	193	193	189D	205	201			
813	177	173D	186	186	182D	189	189	185D	207	207	203D	179	207	207	203D	191	207	207	203D	205	201			
814	172	168D	182	182	178D	185	185	181D	204	204	200D	179	204	204	200D	191	204	204	200D	205	201			
815	172	168D	179	179	175D	182	182	178D	200	200	196D	179	200	200	196D	191	200	200	196D	205	201			
816	136	132D	145	145	141D	149	149	145D	171	171	167D	179	179	179	175D	191	171	171	167D	205	201			
817	174	170D	182	182	178D	185	185	181D	204	204	200D	186	204	204	200D	197	204	204	200D	210	206			
818	141	137D	149	149	145D	152	152	148D	171	171	167D	179	179	179	175D	191	191	191	187D	205	201			
819	141	137D	149	149	145D	152	152	148D	173	173	169D	179	179	179	175D	191	191	191	187D	205	201			
820	141	137D	152	152	148D	155	155	151D	173	173	169D	179	179	179	175D	191	191	191	187D	205	201			
821	169	165D	177	177	173D	179	179	175D	200	200	196D	179	200	200	196D	191	200	200	196D	205	201			
822	174	170D	182	182	178D	184	184	180D	202	202	198D	179	202	202	198D	191	202	202	198D	205	201			
823	173	169D	180	180	176D	183	183	179D	201	201	197D	179	201	201	197D	191	201	201	197D	205	201			
824	169	165D	179	179	175D	182	182	178D	201	201	197D	179	201	201	197D	191	201	201	197D	205	201			
825	171	167D	178	178	174D	180	180	176D	197	197	193D	179	197	197	193D	191	197	197	193D	205	201			
826	174	170D	184	184	180D	186	186	184D	206	206	202D	179	206	206	202D	191	206	206	202D	205	201			
827	173	169D	180	180	176D	183	183	179D	201	201	197D	179	201	201	197D	191	201	201	197D	205	201			
828	147	143D	160	160	156D	162	162	158D	182	182	178D	182	182	182	178D	194	194	194	190D	207				
829	169	165D	177	177	173D	179	179	175D	197	197	193D	186	197	197	193D	197	197	197	193D	210				
830	173	169D	180	180	176D	184	184	180D	202	202	198D	186	202	202	198D	197	202	202	198D	210				
831	177	173D	186	186	181D	188	188	184D	206	206	202D	186	206	206	202D	197	206	206	202D	210				
832	182	178D	190	190	186D	194	194	190D	212	212	208D	186	212	212	208D	197	212	212	208D	210				
833	178	174D	186	186	182D	189	189	185D	207	207	203D	186	207	207	203D	197	207	207	203D	210				
834	178	174D	186	186	182D	189	189	185D	207	207	203D	186	207	207	203D	197	207	207	203D	210				
835	171	167D	175	175	169D	171	171	167D	191	191	187D	160	191	191	187D	174	191	191	187D	190				
836	145	141D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205				
837	173	169D	184	184	180D	184	184	180D	202	202	198D	186	202	202	198D	197	202	202	198D	210				
838	174	170D	182	182	178D	184	184	180D	204	204	200D	186	204	204	200D	197	204	204	200D	210				
839	172	168D	179	179	175D	182	182	178D	200	200	196D	179	200	200	196D	191	200	200	196D	205				
840	145	141D	154	154	150D	157	157	153D	176	176	174D	182	182	182	178D	194	194	194	190D	207				
841	122	118D	134	134	130D	136	136	132D	157	157	153D	173	173	173	169D	185	185	185	181D	199				
842	125	121D	134	134	130D	136	136	132D	160	160	156D	173	173	173	169D	185	185	185	181D	199				
843	129	125D	136	136	132D	141	141	137D	164	164	160D	173	173	173	169D	185	185	185	181D	199				
844	129	125D	136	136	132D	141	141	137D	160	156D	173	173	173	169D	185	185	185	181D	181D	199				
845	129	125D	141	141	137D	143	143	139D	164	164	160D	173	173	173	169D	185	185	185	181D	199				
846	129	125D	141	141	137D	143	143	139D	164	164	160D	173	173	173	169D	185	185	185	181D	199				
847	122	118D	143	143	139D	145	145	141D	166	166	164D	173	173	173	169D	185	185	185	181D	199				
848	131	127D	143	143	139D	145	145	141D	166	166	162D	173	173	173	169D	185	185	185	181D	199				
849	136	132D	145	145	141D	149	149	145D	171	171	167D	173	173	173	169D	185	185	185	181D	199				
850	136	132D	145	145	141D	149	149	145D	166	166	164D	173	173	173	169D	185	185	185	181D	199				
851	134	130D	143	143	139D	145	145	141D	166	166	162D	173	173	173	169D	185	185	185	181D	199				
852	134	130D	145	145	141D	149	149	141D	166	166	164D	173	173	173	169D	185	185	185	181D	199				
853	143	139D	152	152	148D	155	155	151D	173	173	169D	173	173	173	169D	185	185	185	181D	199				
854	134	130D	143	143	139D	145	145	141D	166	166	162D	173	173	173	169D	185	185	185	181D	199				
855	138	132D	145	145	141D	149	149	145D	169	169	164D	179	179	179	175D	191	191	191	187D	205				
856	131	127D	141	141	137D	143	143	139D	166	166	162D	173	173	173	169D	185	185	185	181D	199				
857	141	137D	149	149	145D	152	152	148D	173	173	169D	173	173	173	169D	185	185	185	181D	199				
858	141	137D	158	152	148D	155	155	151D	173	173	169D	179	179	179	175D	191	191	191	187D	205				
859	149	145D	157	157	153D	157	157	153D	179	179	175D	179	179	179	175D	191	191	191	187D	205				
860	149	145D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205				
861	157	153D	166	166	162D	166	166	164D	186	186	184D	186	186	186	184D	197	197	197	193D	210				
862	157	153D	166	166	162D	166	166	164D	186	186	184D	186	186	186	184D	197	197	197	193D	210				
863	157	153D	166	166	162D	166	166	164D	186	186	184D	186	186	186	184D	197	197	197	193D	210				
864	158	154D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205				

AR - All Rail.
RWR - Rail, Water, Rail.

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SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive taking the following Rate Basis Letters under heading Section 4A.

A	B	C	D	E	F	G	H	J	K	L	M	N	O	P

APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 484 to 485 of tariff as amended, inclusive).

AR	RBR	AR RBR	AR	RBR	AR RBR	AR	RBR	AR RBR	AR	RBR	AR RBR	AR RBR	AR	RBR	AR RBR	AR RBR	AR	RBR	AR RBR	AR RBR
131	127D	141	141	137D	143	143	139D	166	166	162D	173	173	173	169D	185	185	185	181D	196	212
131	127D	143	143	139D	143	143	139D	166	166	162D	173	173	173	169D	185	185	185	181D	196	212
134	130D	145	145	141D	143	143	139D	168	168	164D	173	173	173	169D	193	193	193	189D	198	212
131	127D	141	141	137D	143	143	139D	164	164	160D	173	173	173	169D	185	185	185	181D	198	212
129	125D	138	138	134D	141	141	137D	164	164	160D	165	165	165	161D	180	180	180	176D	196	208
129	125D	138	138	134D	141	141	137D	164	164	160D	173	173	173	169D	185	185	185	181D	198	212
125	121D	134	134	130D	136	136	132D	160	160	156D	165	165	165	161D	180	180	180	176D	196	208
122	118D	143	143	139D	145	145	141D	166	166	162D	173	173	173	169D	185	185	185	181D	198	212
178	174D	186	186	182D	189	189	185D	207	207	203D	179	207	207	203D	191	207	207	203D	206	218
171	167D	180	180	176D	180	180	176D	198	198	194D	179	198	198	194D	191	198	198	194D	206	218
169	165D	177	177	173D	179	179	175D	197	197	193D	179	197	197	193D	191	197	197	193D	206	218
168	162D	174	174	170D	177	177	173D	194	194	190D	179	194	194	190D	191	194	194	190D	206	218
162	158D	171	171	167D	173	173	169D	193	193	189D	179	193	193	189D	191	193	193	189D	206	218
161	157D	169	169	165D	172	172	168D	191	191	187D	179	191	191	187D	191	191	191	187D	206	218
157	153D	166	166	162D	169	169	165D	188	188	184D	179	188	188	184D	191	191	191	187D	206	218
157	153D	167	167	163D	169	169	165D	189	189	185D	179	189	189	185D	191	191	191	187D	206	218
156	151D	167	167	163D	169	169	165D	189	189	185D	179	189	189	185D	191	191	191	187D	206	218
150	146D	160	160	156D	162	162	158D	184	184	180D	179	184	184	180D	191	191	191	187D	206	218
150	146D	160	160	156D	157	157	153D	180	180	176D	179	180	180	176D	191	191	191	187D	206	218
141	137D	152	152	148D	152	152	148D	173	173	169D	166	173	173	169D	179	179	179	175D	193	208
141	137D	149	149	145D	152	152	148D	171	171	167D	166	171	171	167D	179	179	179	175D	193	208
177	173D	182	182	178D	186	186	184D	204	204	200D	179	204	204	200D	191	204	204	200D	206	218
176	172D	183	183	179D	186	186	182D	206	206	201D	179	206	206	201D	191	206	206	201D	206	218
176	172D	183	183	179D	186	186	182D	206	206	201D	179	206	206	201D	191	206	206	201D	206	219
174	170D	182	182	178D	184	184	180D	202	202	198D	179	202	202	198D	191	202	202	198D	206	218
149	149	145	145	145	141	141	141	160	160	160	119	160	160	160	134	160	160	160	160	167
113	109D	125	125	121D	125	125	121D	145	145	141D	154	154	154	150D	169	169	169	165D	185	200
117	113D	125	125	121D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
136	132D	141	141	137D	136	136	132D	157	157	153D	146	157	157	153D	161	161	161	157D	177	188
136	132D	143	143	139D	136	136	132D	160	160	156D	146	160	160	156D	161	161	161	157D	182	194
122	122	117	117	117	113	113	113	134	134	134	120	134	134	134	141	141	141	141	156	171
129	125D	134	134	130D	131	131	127D	152	152	148D	146	152	152	148D	161	161	161	157D	182	194
131	127D	143	143	139D	143	143	139D	166	166	162D	165	166	166	162D	180	180	180	176D	196	208
157	153D	164	164	160D	160	160	156D	179	179	175D	150	179	179	175D	165	179	179	175D	182	193
126	121D	136	136	132D	136	136	132D	157	157	153D	157	157	157	153D	174	174	174	170D	191	202
113	109D	125	125	121D	125	125	121D	145	145	141D	154	154	154	150D	169	169	169	165D	185	200
106	102D	117	117	113D	117	117	113D	136	136	132D	158	158	158	154D	173	173	173	169D	190	202
120	116D	129	129	125D	125	125	121D	152	152	148D	165	165	165	161D	180	180	180	176D	196	208
120	116D	129	129	125D	131	131	127D	152	152	148D	165	165	165	161D	180	180	180	176D	196	208
141	141	134	134	134	131	131	131	156	156	156	135	135	135	135	141	156	156	156	156	171
143	143	143	143	143	141	141	141	164	164	164	135	164	164	164	142	164	164	164	156	171
149	149	149	149	149	145	145	145	166	166	166	135	166	166	166	142	166	166	166	156	171
157	153D	160	160	156D	157	157	153D	179	179	175D	150	179	179	175D	165	179	179	175D	182	193
157	153D	157	157	153D	160	160	156D	179	179	175D	150	179	179	175D	165	179	179	175D	182	193
157	153D	164	164	160D	160	160	156D	179	179	175D	150	179	179	175D	165	179	179	175D	182	193
152	148D	164	164	160D	166	166	162D	185	185	181D	179	185	185	181D	191	191	191	187D	205	218
142	138D	158	158	148D	154	154	150D	173	173	169D	166	173	173	169D	179	179	179	175D	193	206
147	143D	156	156	152D	146	146	141D	178	178	174D	166	178	178	174D	179	179	179	175D	198	206
156	151D	166	166	162D	166	166	164D	185	185	181D	179	185	185	181D	191	191	191	187D	205	218
138	132D	145	145	141D	149	149	145D	171	171	167D	166	171	171	167D	179	179	179	175D	193	206
157	153D	166	166	162D	169	169	164D	186	186	181D	186	186	186	182D	197	197	197	193D	210	224
131	127D	143	143	139D	143	143	139D	166	166	162D	166	166	166	162D	180	180	180	176D	196	208
91	77D	108	108	104D	117	117	113D	141	141	137D	164	164	164	160D	178	178	178	174D	190	206
99	95D	108	108	104D	111	111	107D	131	131	127D	154	154	154	150D	169	169	169	165D	185	200

AR - All Rail.
RBR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	N	M		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																				
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
919	98	92D	108	108	104D	111	111	107D	131	131	127D	154	154	154	150D	169	169	169	165D	185	200
920	96	90D	108	108	104D	111	111	107D	131	131	127D	154	154	154	150D	169	169	169	165D	185	200
921	92	88D	92	92	88D	96	96	96	120	120	120	141	141	141	137D	160	160	160	156D	177	188
922	101	97D	101	101	97D	101	101	101D	126	126	121D	141	141	141	137D	160	160	160	156D	177	188
923	106	102D	99	99	95D	96	96	96	120	120	120	129	129	129	125D	147	147	147	143D	166	177
924	106	102D	99	99	95D	96	96	96	117	117	117	129	129	129	125D	147	147	147	143D	166	177
925	101	97D	98	96	92D	92	92	96	117	117	117	129	129	129	125D	147	147	147	143D	166	177
926	106	106	101	101	101	99	99	99	120	120	120	129	129	129	129	147	147	147	147	166	177
927	101	97D	98	96	92D	92	92	92	117	117	117	129	129	129	125D	147	147	147	143D	166	177
928	106	102D	96	96	91D	91	91	91	113	113	113	129	129	129	125D	147	147	147	143D	166	177
929	131	131	113	113	113	111	111	111	131	131	131	113	131	131	131	131	131	131	131	147	166
930	131	131	111	111	111	108	108	108	131	131	131	113	131	131	131	131	131	131	131	147	166
931	131	131	111	111	111	108	108	108	129	129	129	113	129	129	129	131	131	131	131	147	166
932	134	134	120	120	120	117	117	117	129	129	129	113	129	129	129	131	131	131	131	147	166
933	134	134	117	117	117	8	113	113	129	129	129	113	129	129	120	131	131	131	131	147	166
934	134	134	117	117	117	113	113	113	129	129	129	113	129	129	129	131	131	131	131	147	166
935	134	134	117	117	117	113	113	113	126	126	126	120	126	126	126	131	131	131	131	147	166
936	134	134	113	113	113	111	111	111	129	129	129	120	129	129	129	136	136	136	136	154	166
937	136	136	117	117	117	113	113	113	126	126	126	120	126	126	126	136	136	136	136	154	166
938	136	136	117	117	117	113	113	113	122	122	122	120	122	122	122	136	136	136	136	154	166
939	136	136	117	117	117	111	111	111	122	122	122	120	122	122	122	136	136	136	136	154	166
940	141	141	120	120	120	113	113	113	126	126	126	120	126	126	126	136	136	136	136	154	166
941	134	134	113	113	113	120	120	120	134	134	134	108	134	134	134	124	134	134	134	141	159
942	136	136	122	122	122	120	120	120	134	134	134	106	134	134	134	124	124	134	134	141	159
943	136	136	122	122	122	120	120	120	122	122	122	106	122	122	122	124	124	124	124	141	159
944	134	134	120	120	120	117	117	117	131	131	131	106	131	131	131	124	131	131	131	141	159
945	117	117	108	108	108	106	106	106	129	129	129	120	129	129	129	141	141	141	141	156	172
946	120	120	111	111	111	108	108	108	129	129	129	120	129	129	129	141	141	141	141	156	172
947	126	126	117	117	117	113	113	113	134	134	134	119	134	134	134	136	136	136	136	150	166
948	126	126	120	120	120	117	117	117	136	136	136	119	136	136	136	136	136	136	136	150	166
949	131	131	122	122	122	120	120	120	143	143	143	113	143	143	143	130	143	143	143	148	164
950	131	131	122	122	122	120	120	120	136	136	136	111	136	136	136	124	136	136	136	141	156
951	129	129	120	120	120	117	117	117	141	141	141	113	141	141	141	130	141	141	141	148	164
952	129	129	122	122	122	120	120	120	141	141	141	113	141	141	141	130	141	141	141	148	164
953	129	129	122	122	122	120	120	120	141	141	141	113	141	141	141	130	141	141	141	148	164
954	129	129	122	122	122	120	120	120	141	141	141	113	141	141	141	130	141	141	141	148	164
955	149	149	143	143	143	141	141	141	164	164	164	125	164	164	164	141	164	164	164	156	172
956	143	143	136	136	136	134	134	134	157	157	157	125	157	157	157	141	157	157	157	156	172
957	143	143	141	141	141	136	136	136	157	157	157	125	157	157	157	141	157	157	157	156	172
958	143	143	141	141	141	136	136	136	157	157	157	125	157	157	157	141	157	157	157	156	172
959	136	136	117	117	117	106	106	106	117	117	117	120	120	120	120	136	136	136	136	154	166
960	141	141	120	120	120	111	111	111	120	120	120	120	120	120	120	136	136	136	136	154	166
961	136	136	117	117	117	111	111	111	122	122	122	120	122	122	122	136	136	136	136	154	166
962	131	131	111	111	111	108	108	108	129	129	129	113	129	129	129	131	131	131	131	147	166
963	131	131	111	111	111	108	108	108	129	129	129	113	129	129	129	131	131	131	131	147	166
964	131	131	111	111	111	108	108	108	129	129	129	113	129	129	129	131	131	131	131	147	166
965	126	126D	126	126	121D	122	122	118D	145	145	141D	125	145	145	141D	145	145	145	141D	164	177
966	141	141	141	141	141	136	136	136	157	157	157	125	157	157	157	143	157	157	157	156	172
967	141	141	141	141	141	136	136	136	157	157	157	141	157	157	157	156	157	157	157	169	182
968	136	136	136	136	136	134	134	134	156	156	156	125	156	156	156	143	156	156	156	156	172
969	136	136	136	136	136	134	134	134	156	156	156	125	156	156	156	143	156	156	156	156	172
970	136	136	131	131	131	129	129	129	152	152	152	119	152	152	152	134	152	152	152	150	167
971	136	136	131	131	131	129	129	129	152	152	152	119	152	152	152	134	152	152	152	150	167
972	136	136	131	131	131	129	129	129	152	152	152	116	152	152	152	134	152	152	152	150	167

AR - All Rail.
RWR - Rail, Water, Rail.

...to page 486 of Tariff:

SECTION 4A - Continued

(For Application, see page 486 of Tariff, as amended)

From ... and To Northern Stations shown on pages 17 to 95 of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																				
	AR	RMR	AR RMR	AR	RMR	AR RMR	AR	RMR	AR RMR	AR	RMR	AR RMR	AR RMR	AR	RMR	AR RMR	AR RMR	AR	RMR	AR RMR	AR RMR
973	141	141	134	134	134	131	131	131	152	152	152	116	152	152	152	134	152	152	152	152	144
974	143	143	134	134	134	131	131	131	156	156	156	116	156	156	156	134	156	156	156	152	144
975	149	149	149	149	149	145	145	145	168	168	168	130	168	168	168	148	168	168	168	162	153
976	149	149	152	152	152	149	149	149	168	168	168	130	168	168	168	148	168	168	168	162	153
977	149	149	152	152	152	149	149	149	166	168	168	130	168	168	168	148	168	168	168	162	153
978	149	149	149	149	149	145	145	149	166	166	166	125	166	166	166	142	166	166	166	159	151
979	139	139	143	143	143	141	141	141	164	164	164	125	164	164	164	143	164	164	164	156	148
980	145	145	141	141	141	138	138	138	157	157	157	125	157	157	157	141	157	157	157	151	143
981	143	143	138	138	138	134	134	134	157	157	157	125	157	157	157	141	157	157	157	151	143
982	138	138	134	134	134	131	131	131	152	152	152	119	152	152	152	134	152	152	152	145	137
983	131	131	129	129	129	125	125	125	146	146	146	122	146	146	146	141	146	146	146	139	132
984	136	136	134	134	134	131	131	131	152	152	152	119	142	152	152	134	152	152	152	145	137
986	120	120	129	129	129	126	126	126	146	146	146	116	146	146	146	134	146	146	146	139	132
986①	134	134	129	129	129	126	126	126	146	146	146	116	146	146	146	134	146	146	146	139	132
987	134	134	126	126	126	122	122	122	146	146	146	116	146	146	146	134	146	146	146	139	132
988	134	134	126	126	126	122	122	122	146	146	146	116	146	146	146	141	146	146	146	139	132
989	131	131	126	126	126	122	122	122	143	143	143	116	143	143	143	141	143	143	143	136	129
990	131	131	126	126	126	122	122	122	143	143	143	116	143	143	143	141	143	143	143	136	129
991	131	131	126	126	126	122	122	122	143	143	143	116	143	143	143	141	143	143	143	136	129
992	113	109D	122	122	118D	122	122	121D	149	149	149	116	156	156	156	161D	180	180	180	176D	196
993	111	107D	122	122	118D	118	125	121D	149	149	149	116	156	156	156	161D	180	180	180	176D	196
994	117	113D	126	126	121D	129	129	125D	152	152	152	119	160	160	160	161D	180	180	180	176D	196
996	117	113D	129	129	126D	129	129	126D	152	152	152	119	165	165	165	161D	180	180	180	176D	196
998	120	116D	129	129	126D	129	129	126D	152	152	152	119	168	168	168	161D	180	180	180	176D	196
997	113	109D	122	122	118D	122	122	118D	146	146	146	116	154	154	154	150D	169	169	169	166D	185
998	113	109D	122	122	118D	122	122	118D	143	143	143	116	154	154	154	150D	169	169	169	166D	185
999	113	109D	122	122	118D	122	122	118D	143	143	143	116	154	154	154	150D	169	169	169	166D	185
1000	117	113D	126	126	121D	122	122	118D	143	143	143	116	154	154	154	150D	169	169	169	166D	185
1001	120	116D	126	126	121D	122	122	118D	146	146	146	116	154	154	154	150D	169	169	169	166D	185
1002	120	116D	129	129	126D	126	126	121D	149	149	149	116	156	156	156	161D	180	180	180	176D	196
1003	122	118D	129	129	126D	126	126	121D	149	149	149	116	156	156	156	161D	180	180	180	176D	196
1004	122	118D	129	129	126D	126	126	121D	149	149	149	116	156	156	156	161D	180	180	180	176D	196
1005	120	116D	122	122	118D	126	126	121D	149	149	149	116	156	156	156	161D	180	180	180	176D	196
1006	120	116D	126	126	121D	129	129	126D	149	149	149	116	165	165	165	161D	180	180	180	176D	196
1007	113	109D	120	120	116D	122	122	118D	143	143	143	116	161	161	161	157D	176	176	176	174D	194
1008	111	107D	122	122	118D	126	126	121D	146	146	146	116	164	164	164	160D	180	180	180	176D	196
1009	141	141	136	136	136	134	134	134	156	156	156	125	156	156	156	141	156	156	156	156	147
1010	141	141	136	136	136	134	134	134	156	156	156	125	156	156	156	143	156	156	156	156	147
1011	141	141	134	134	134	131	131	131	156	156	156	120	156	156	156	141	156	156	156	156	147
1012	122	118D	129	129	126D	126	126	121D	149	149	149	116	149	149	149	161D	161	161	161	157D	196
1013	120	116D	131	131	127D	129	129	126D	158	162	162	119	162	162	162	161D	161	161	161	157D	196
1014	141	137D	149	149	145D	149	149	145D	171	171	171	119	171	171	171	167D	173	173	173	169D	196
1015	144	139D	152	152	148D	156	156	151D	173	173	173	119	173	173	173	169D	179	179	179	175D	196
1016	154	150D	162	162	158D	166	166	161D	184	184	184	119	184	184	184	180D	191	191	191	187D	208
1017	177	163D	176	176	172D	177	177	173D	198	198	198	119	196	196	196	192D	191	198	198	194D	215
1018	166	166D	171	171	167D	173	173	169D	191	191	191	119	191	191	191	187D	191	191	191	187D	208
1019	136	116D	129	129	126D	129	129	126D	152	152	152	119	165	165	165	161D	180	180	180	176D	196
1020	136	116D	129	129	126D	129	129	126D	149	149	149	119	165	165	165	161D	180	180	180	176D	196
1021	136	116D	129	129	126D	131	131	127D	152	152	152	119	165	165	165	161D	180	180	180	176D	196
1022	136	116D	129	129	126D	131	131	127D	152	152	152	119	165	165	165	161D	180	180	180	176D	196
1023	136	116D	129	129	126D	131	131	127D	152	152	152	119	165	165	165	161D	180	180	180	176D	196
1024	136	116D	129	129	126D	129	129	126D	149	149	149	119	165	165	165	161D	180	180	180	176D	196
1025	136	116D	129	129	126D	129	129	126D	149	149	149	119	165	165	165	161D	180	180	180	176D	196

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																					
	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P	
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																					
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	
1027. . .	120	116D	129	129	125D	131	131	127D	152	152	148D	165	165	165	161D	180	180	180	176D	196	208	
1028. . .	117	113D	125	125	121D	125	125	121D	145	145	141D	154	154	154	150D	169	169	169	165D	185	200	
1029. . .	117	113D	125	125	121D	125	125	121D	145	145	141D	154	154	154	150D	169	169	169	165D	185	200	
1030. . .	113	109D	122	122	118D	122	122	118D	145	145	141D	154	154	154	150D	169	169	169	165D	185	200	
1031. . .	113	109D	122	122	118D	122	122	118D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200	
1032. . .	117	113D	125	125	121D	125	125	121D	149	149	145D	154	154	154	150D	169	169	169	165D	185	200	
1033. . .	117	113D	125	125	121D	129	129	125D	149	149	145D	154	154	154	150D	169	169	169	165D	185	200	
1034. . .	122	118D	131	131	127D	129	129	125D	152	152	148D	146	152	152	148D	161	161	161	157D	182	194	
1035. . .	126	121D	131	131	127D	129	129	125D	152	152	148D	146	152	152	148D	161	161	161	157D	182	194	
1036. . .	122	118D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	161	161	161	157D	182	194	
1037. . .	131	127D	136	136	132D	134	134	130D	155	155	151D	146	155	155	151D	161	161	161	157D	182	194	
1038. . .	136	132D	141	141	137D	136	136	132D	157	157	153D	141	157	157	153D	156	157	157	153D	169	182	
1039. . .	149	149	149	149	149	145	145	145	168	168	168	130	168	168	168	145	168	168	168	182	173	
1040. . .	152	152	155	155	155	149	149	149	171	171	171	125	171	171	171	142	171	171	171	158	171	
1041. . .	152	152	152	152	152	149	149	149	171	171	171	125	171	171	171	142	171	171	171	158	171	
1042. . .	136	132D	143	143	139D	141	141	137D	164	164	160D	146	164	164	160D	161	164	164	160D	177	186	
1043. . .	141	137D	145	145	141D	143	143	139D	166	166	162D	146	166	166	162D	161	166	166	162D	177	186	
1044. . .	120	116D	129	129	125D	131	131	127D	155	155	151D	165	165	165	161D	180	180	180	176D	196	208	
1045. . .	122	118D	134	134	130D	134	134	130D	157	157	153D	165	165	165	161D	180	180	180	176D	196	208	
1046. . .	126	121D	134	134	130D	134	134	130D	157	157	153D	165	165	165	161D	180	180	180	176D	196	208	
1047. . .	126	121D	134	134	130D	134	134	130D	155	155	151D	165	165	165	161D	180	180	180	176D	196	208	
1048. . .	126	121D	134	134	130D	136	136	132D	157	157	153D	165	165	165	161D	180	180	180	176D	196	208	
1049. . .	126	121D	134	134	130D	134	134	130D	157	157	153D	165	165	165	161D	180	180	180	176D	196	208	
1050. . .	131	127D	136	136	132D	134	134	130D	157	157	153D	146	157	157	153D	161	161	161	157D	182	194	
1051. . .	131	127D	134	134	130D	134	134	130D	156	156	151D	146	155	155	151D	161	161	161	157D	182	194	
1052. . .	134	130D	141	141	137D	136	136	132D	160	160	156D	146	160	160	156D	161	161	161	157D	182	194	
1053. . .	136	132D	134	134	130D	134	134	130D	157	157	154D	141	157	157	153D	156	157	157	153D	169	182	
1054. . .	136	132D	134	134	130D	134	134	130D	157	157	154D	141	157	157	153D	156	157	157	153D	169	182	
1055. . .	143	139D	143	143	139D	141	141	137D	164	164	160D	141	164	164	160D	156	164	164	160D	169	182	
1056. . .	141	141	141	141	141	136	136	136	160	160	160	141	160	160	160	155	160	160	160	169	182	
1057. . .	141	141	141	141	141	136	136	136	160	160	160	141	160	160	160	156	160	160	160	169	182	
1058. . .	152	152	152	152	152	149	149	149	171	171	171	130	171	171	171	146	171	171	171	162	173	
1059. . .	152	152	152	152	152	149	149	149	171	171	171	125	171	171	171	142	171	171	171	158	171	
1060. . .	145	145	145	145	145	143	143	143	166	166	166	130	166	166	166	145	166	166	166	162	173	
1061. . .	143	143	143	143	143	141	141	141	164	160	160	130	164	160	160	145	164	164	164	162	173	
1062. . .	143	143	143	143	143	141	141	141	164	160	160	130	164	160	160	145	164	164	164	162	173	
1063. . .	143	143	145	145	145	143	143	143	164	160	160	125	164	160	160	142	164	164	164	156	171	
1064. . .	145	145	143	143	143	143	143	143	164	160	160	125	164	160	160	142	164	164	164	156	171	
1065. . .	141	141	134	134	134	131	131	131	162	152	152	125	152	152	152	143	152	152	152	158	178	
1066. . .	141	141	134	134	134	131	131	131	155	155	155	125	155	155	155	143	166	155	155	158	178	
1067. . .	120	116D	129	129	125D	131	131	127D	152	152	148D	165	165	165	161D	180	180	180	176D	196	208	
1068. . .	141	141	136	136	136	134	134	134	156	156	156	119	156	156	156	134	156	156	156	150	167	
1069. . .	145	145	136	136	136	134	134	134	157	157	157	119	157	157	157	134	157	157	157	150	167	
1070. . .	122	118D	131	131	127D	131	131	127D	155	155	151D	165	165	165	161D	180	180	180	176D	196	208	
1071. . .	117	113D	122	122	118D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	190	194	
1072. . .	113	109D	122	122	118D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	190	194	
1073. . .	113	109D	122	122	118D	122	122	118D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200	
1074. . .	113	109D	122	122	118D	122	122	118D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200	
1075. . .	113	109D	122	122	118D	125	125	121D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208	
1076. . .	113	109D	122	122	118D	125	125	121D	145	145	141D	165	165	165	161D	180	180	180	176D	196	208	
1077. . .	111	107D	122	122	118D	125	125	121D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208	
1078. . .	113	109D	122	122	118D	122	122	118D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200	
1079. . .	117	113D	125	125	121D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194	
1080. . .	117	113D	125	125	121D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194	

AR - All Rail.
RWR - Rail, Water, Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I.

Add to page 486 of Tariff.

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff, as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

A	B	C	D	E	F	G	H	J	K	L	M	N	O	P

APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).

	AR	RNR	AR RNR	AR	RNR	AR RNR	AR	RNR	AR RNR	AR	RNR	AR RNR	AR RNR	AR	RNR	AR RNR	AR RNR	AR	RNR	AR RNR	AR RNR
1081. . . .	117	113D	125	125	121D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1084. . . .	117	113D	125	125	121D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1085. . . .	117	113D	125	125	121D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1086. . . .	118	109D	122	122	118D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1086. . . .	120	116D	122	122	119D	120	120	116D	141	141	137D	146	141	141	137D	165	165	165	161D	178	194
1086. . . .	120	116D	129	129	125D	125	125	121D	145	145	141D	146	146	146	142D	165	165	165	161D	178	194
1087. . . .	122	118D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	165	165	165	161D	178	194
1088. . . .	122	118D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	165	165	165	161D	178	194
1089. . . .	129	125D	134	134	130D	131	131	127D	156	156	151D	146	156	156	151B	161	161	161	157D	182	194
1090. . . .	129	125D	134	134	130D	131	131	127D	152	152	148D	142	152	152	148D	160	160	160	156D	176	190
1091. . . .	141	137D	141	141	137D	136	136	132D	157	157	153D	141	157	157	153D	155	157	157	153D	169	182
1092. . . .	143	139D	143	143	139D	141	141	137D	164	164	160D	139	164	164	160D	150	164	164	160D	166	178
1093. . . .	145	141D	145	145	141D	143	143	139D	164	164	160D	141	164	164	160D	155	164	164	160D	169	182
1094. . . .	145	141D	145	145	141D	143	143	139D	166	166	162D	141	166	166	162D	155	166	166	162D	169	182
1096. . . .	146	141D	145	145	141D	143	143	139D	164	164	160D	135	164	164	160D	150	164	164	160D	166	178
1096. . . .	149	149	149	149	149	145	145	145	166	166	166	135	166	166	166	150	166	166	166	166	178
1097. . . .	149	149	149	149	149	145	145	145	166	166	166	135	166	166	166	150	166	166	166	166	178
1098. . . .	149	149	149	149	149	145	145	145	166	166	166	130	166	166	166	145	166	166	166	162	173
1099. . . .	155	155	155	155	155	152	152	152	173	173	173	125	173	173	173	142	173	173	173	158	173
1100. . . .	136	132D	136	136	132D	134	134	130D	155	155	151D	141	155	155	151D	155	155	155	151D	169	182
1101. . . .	141	137D	143	143	139D	141	141	137D	160	160	156D	141	160	160	156D	155	160	160	156D	169	182
1102. . . .	143	139D	145	145	141D	143	143	139D	166	166	162D	141	166	166	162D	155	166	166	162D	169	182
1102. . . .	143	139D	149	149	145D	145	145	141D	166	166	162D	146	166	166	162D	161	166	166	162D	177	189
1104. . . .	143	139D	149	149	145D	145	145	141D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
1105. . . .	145	141D	152	152	148D	149	149	145D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
1106. . . .	145	141D	145	145	141D	143	143	139D	164	164	160D	141	164	164	160D	155	164	164	160D	169	182
1107. . . .	145	141D	145	145	141D	143	143	139D	166	166	162D	141	166	166	162D	155	166	166	162D	169	182
1108. . . .	131	131	125	125	125	122	122	122	141	141	141	113	141	141	141	130	141	141	141	146	160
1109. . . .	131	131	125	125	125	122	122	122	141	141	141	113	141	141	141	130	141	141	141	146	160
1110. . . .	134	134	122	122	122	120	120	120	136	136	136	111	136	136	136	124	136	136	136	141	156
1111. . . .	120	116D	122	122	119D	125	125	121D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1112. . . .	120	116D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1113. . . .	117	113D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1114. . . .	113	109D	122	122	118D	125	125	121D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1115. . . .	122	119D	131	131	127D	134	134	130D	156	156	151D	165	165	165	161D	180	180	180	176D	196	208
1116. . . .	122	118D	134	134	130D	136	136	132D	157	157	153D	165	165	165	161D	180	180	180	176D	196	208
1117. . . .	149	141D	156	156	151D	156	156	151D	178	178	172D	154	170	170	170D	180	170	170	170D	183	195
1118. . . .	145	141D	152	152	148D	149	149	145D	171	171	167D	146	171	171	167D	161	171	171	167D	176	190
1119. . . .	145	141D	149	149	145D	146	146	141D	168	168	164D	141	168	168	164D	155	168	168	164D	169	182
1120. . . .	145	141D	149	149	145D	146	146	141D	166	166	162D	141	166	166	162D	155	166	166	162D	169	182
1121. . . .	152	152	149	149	149	145	145	145	166	166	166	130	166	166	166	145	166	166	166	162	173
1122. . . .	152	152	152	152	152	149	149	149	166	166	166	130	166	166	166	149	166	166	166	162	173
1123. . . .	149	149	149	149	149	149	149	149	171	171	171	130	171	171	171	145	171	171	171	162	173
1124. . . .	152	152	152	152	152	149	149	149	171	171	171	130	171	171	171	145	171	171	171	162	173
1125. . . .	149	145D	156	156	151D	152	152	148D	173	173	169D	146	173	173	169D	161	173	173	169D	177	188
1126. . . .	155	149D	156	156	151D	152	152	148D	173	173	169D	146	173	173	169D	161	173	173	169D	177	188
1127. . . .	146	141D	152	152	148D	149	149	145D	171	171	167D	146	171	171	167D	161	171	171	167D	177	188
1128. . . .	149	145D	156	156	151D	152	152	148D	173	173	169D	146	173	173	169D	161	173	173	169D	177	188
1129. . . .	149	145D	156	156	151D	152	152	148D	173	173	169D	146	173	173	169D	161	173	173	169D	177	188
1130. . . .	152	149D	157	157	153D	155	155	151D	176	176	172D	150	176	176	172D	165	176	176	172D	182	193
1131. . . .	155	151D	160	160	156D	157	157	153D	179	179	175D	150	179	179	175D	165	179	179	175D	182	193
1132. . . .	152	148D	164	164	160D	162	162	158D	179	179	175D	154	179	179	175D	165	179	179	175D	182	193
1133. . . .	142	138D	155	155	151D	152	152	148D	170	170	166D	150	170	170	166D	156	170	170	166D	182	193
1134. . . .	164	160D	166	166	162D	164	164	160D	182	182	178D	166	182	182	178D	174	182	182	178D	190	202

AP - All Rail.
RAIL, water, Rail

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																							
	A		B	C		D	E		F	G		H	J	K		L	M		N		O	P		
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																							
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR
1135. . . .	164	160D	166	166	164D	166	166	162D	165	165	161D	160	165	165	161D	174	165	165	161D	190	202			
1136. . . .	160	156D	166	166	162D	164	164	160D	162	162	158D	150	162	162	158D	174	162	162	158D	190	202			
1137. . . .	164	160D	166	166	162D	164	164	160D	162	162	158D	160	162	162	158D	174	162	162	158D	190	202			
1138. . . .	160	156D	166	166	162D	164	164	160D	162	162	158D	150	162	162	158D	174	162	162	158D	190	202			
1139. . . .	160	156D	166	166	162D	164	164	160D	162	162	158D	150	162	162	158D	174	162	162	158D	190	202			
1140. . . .	166	162D	171	171	167D	166	166	164D	165	165	161D	160	165	165	161D	174	165	165	161D	190	202			
1141. . . .	166	162D	171	171	167D	166	166	164D	168	168	164D	160	168	168	164D	174	168	168	164D	190	202			
1142. . . .	126	121D	134	134	130D	136	136	132D	157	157	153D	175	175	175	169D	186	186	186	181D	198	222			
1143. . . .	134	130D	143	143	139D	145	145	141D	166	166	162D	166	166	166	162D	179	179	179	174D	183	209			
1144. . . .	141	137D	141	141	137D	136	136	132D	157	157	153D	141	157	157	153D	156	157	157	153D	169	188			
1145. . . .	136	132D	136	136	132D	134	134	130D	157	157	153D	141	157	157	153D	156	157	157	153D	169	188			
1146. . . .	136	132D	136	136	132D	134	134	130D	157	157	153D	141	157	157	153D	156	157	157	153D	169	188			
1147. . . .	131	127D	131	131	127D	129	129	125D	152	152	148D	141	152	152	148D	156	156	156	151D	169	188			
1148. . . .	129	125D	129	129	125D	125	125	121D	145	145	141D	134	145	145	141D	153	153	153	149D	169	188			
1149. . . .	131	131	125	125	125	122	122	122	145	145	145	125	145	145	145	145	145	145	141	154	171			
1150. . . .	131	131	129	129	129	125	125	125	145	145	145	125	145	145	145	145	145	145	141	156	173			
1151. . . .	134	134	131	131	131	129	129	129	149	149	149	125	149	149	149	143	149	149	149	156	173			
1152. . . .	134	134	134	134	134	131	131	131	152	152	152	125	152	152	152	143	152	152	152	156	173			
1153. . . .	134	134	134	134	134	131	131	131	152	152	152	125	152	152	152	143	152	152	152	156	173			
1154. . . .	131	131	134	134	134	131	131	131	152	152	152	125	152	152	152	143	152	152	152	156	173			
1155. . . .	134	134	125	125	125	122	122	122	145	145	145	122	145	145	145	141	145	145	145	156	173			
1156. . . .	131	131	125	125	125	122	122	122	145	145	145	122	145	145	145	141	145	145	145	156	173			
1157. . . .	134	134	129	129	129	125	125	125	145	145	145	122	145	145	145	141	145	145	145	156	173			
1158. . . .	134	134	125	125	125	122	122	122	145	145	145	122	145	145	145	141	145	145	145	156	173			
1159. . . .	145	145	141	141	141	136	136	136	157	157	157	119	157	157	157	134	157	157	157	180	198			
1160. . . .	145	145	141	141	141	136	136	136	157	157	157	119	157	157	157	134	157	157	157	180	198			
1161. . . .	141	141	134	134	134	131	131	131	156	156	156	119	156	156	156	134	156	156	156	180	198			
1162. . . .	141	141	134	134	134	134	134	130D	157	157	153D	156	165	165	161D	180	180	180	176D	186	204			
1163. . . .	129	125D	141	141	137D	141	141	137D	164	164	160D	165	165	165	161D	180	180	180	176D	195	214			
1164. . . .	134	130D	141	141	137D	141	141	137D	164	164	160D	157	164	164	160D	174	174	174	170D	191	210			
1165. . . .	138	134D	143	143	139D	141	141	137D	164	164	160D	154	164	164	160D	186	188	188	184D	192	211			
1166. . . .	141	137D	143	143	139D	141	141	137D	164	164	160D	166	166	166	160D	181	184	184	180D	198	217			
1167. . . .	145	141D	152	152	148D	149	149	145D	168	168	164D	169	169	169	164D	181	188	188	184D	198	217			
1168. . . .	122	118D	129	129	125D	129	129	125D	152	152	148D	165	165	165	161D	180	180	180	176D	198	217			
1169. . . .	122	118D	129	129	125D	129	129	125D	152	152	148D	165	165	165	161D	180	180	180	176D	198	217			
1170. . . .	122	118D	129	129	125D	129	129	125D	152	152	148D	166	166	166	161D	180	180	180	176D	198	217			
1171. . . .	117	113D	120	120	121D	122	122	121D	149	149	145D	154	154	154	150D	169	169	169	165D	186	205			
1172. . . .	111	107D	114	114	110D	122	122	118D	143	143	139D	150	150	150	146D	180	180	180	176D	186	205			
1173. . . .	108	104D	114	114	110D	117	117	113D	136	136	132D	154	154	154	150D	169	169	169	165D	186	205			
1174. . . .	108	104D	114	114	110D	117	117	113D	141	141	137D	154	154	154	150D	169	169	169	165D	186	205			
1175. . . .	111	107D	114	114	110D	125	125	121D	145	145	141D	166	166	166	161D	180	180	180	176D	192	211			
1176. . . .	108	104D	114	114	110D	109	109	105D	136	136	132D	154	154	154	150D	169	169	169	165D	186	205			
1177. . . .	108	104D	114	114	110D	109	109	105D	136	136	132D	154	154	154	150D	169	169	169	165D	186	205			
1178. . . .	101	97D	111	111	107D	113	113	109D	136	136	132D	154	154	154	150D	169	169	169	165D	186	205			
1179. . . .	101	97D	111	111	107D	113	113	109D	134	134	130D	154	154	154	150D	169	169	169	165D	186	205			
1180. . . .	101	97D	111	111	107D	113	113	109D	134	134	130D	154	154	154	150D	169	169	169	165D	186	205			
1181. . . .	99	95D	109	109	104D	111	111	107D	131	131	127D	154	154	154	150D	169	169	169	165D	186	205			
1182. . . .	99	95D	109	109	104D	111	111	107D	131	131	127D	154	154	154	150D	169	169	169	165D	186	205			
1183. . . .	101	97D	111	111	107D	113	113	109D	134	134	130D	146	146	146	146	169	165	165	161D	186	184			
1184. . . .	101	97D	111	111	107D	113	113	109D	134	134	130D	146	146	146	146	165	165	165	161D	182	184			
1185. . . .	108	104D	111	111	107D	113	113	109D	134	134	130D	146	146	146	146	165	165	165	161D	180	184			
1186. . . .	108	104D	111	111	107D	111	111	107D	131	131	127D	146	146	146	146	165	165	165	161D	180	184			
1187. . . .	108	104D	111	111	107D	111	111	107D	131	131	127D	146	146	146	146	165	165	165	161D	180	184			
1188. . . .	108	104D	111	111	107D	111	111	107D	134	134	130D	146	146	146	146	165	165	165	161D	180	184			

AR - All Rail
RWR - Rail, water, Rail

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 485 of tariff, as amended)

From and To northern stations shown on pages 17 to 95 of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

A	B	C	D	E	F	G	H	J	K	L	M	N	O	P

APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).

	A		AR RWR	AR		AR RWR	AR		AR RWR	AR		AR RWR	AR RWR	AR		AR RWR	AR RWR	AR		AR RWR	AR RWR
1189	145	1410	149	149	1450	140	146	1410	146	146	1420	135	166	166	1620	150	166	166	1620	166	178
1190	106	1020	113	113	1090	117	117	1130	141	141	1370	154	154	154	1500	169	169	169	1650	186	200
1191	106	1020	113	113	1090	117	117	1130	141	141	1370	154	154	154	1500	169	169	169	1650	186	200
1192	108	1040	117	117	1130	117	117	1130	136	136	1320	146	146	146	1420	165	165	165	1610	180	194
1193	108	1040	117	117	1130	117	117	1130	136	136	1320	146	146	146	1420	165	165	165	1610	180	194
1194	111	1070	120	120	1160	117	117	1130	141	141	1370	146	146	146	1420	165	165	165	1610	180	194
1195	113	1090	122	122	1180	120	120	1160	141	141	1370	146	146	146	1420	165	165	165	1610	178	194
1196	120	1160	130	130	1160	117	117	1130	141	141	1370	131	141	141	1370	150	141	141	1370	166	178
1197	426	1210	122	122	1180	120	120	1160	141	141	1370	120	141	141	1370	141	141	141	1370	156	171
1198	125	125	130	130	130	117	117	117	136	136	136	120	136	136	136	141	141	141	141	156	171
1199	129	129	125	125	125	122	122	122	143	143	143	125	143	143	143	145	145	145	145	164	176
1200	131	131	129	129	129	125	125	125	149	149	149	134	149	149	149	153	153	153	153	168	178
1201	134	134	125	125	125	122	122	122	143	143	143	113	143	143	143	130	143	143	143	148	160
1202	131	134	122	122	122	120	120	120	143	143	143	120	143	143	143	141	143	143	143	156	171
1203	136	136	129	129	129	125	125	125	149	149	149	122	149	149	149	141	149	149	149	158	172
1204	129	129	122	122	122	120	120	120	141	141	141	120	141	141	141	141	141	141	141	156	171
1205	131	131	122	122	122	120	120	120	143	143	143	116	143	143	143	134	143	143	143	150	166
1206	131	131	125	125	125	122	122	122	143	143	143	116	143	143	143	134	143	143	143	150	166
1207	122	1160	122	122	1160	120	120	1160	141	141	1370	142	142	142	1380	160	160	160	1560	176	190
1208	125	1160	125	125	1210	122	122	1160	143	143	1390	146	146	146	1420	165	165	165	1610	178	194
1209	125	1210	125	125	1210	122	122	1160	143	143	1390	134	143	143	1390	153	153	153	1490	168	178
1210	122	1160	122	122	1160	120	120	1160	143	143	1390	142	143	143	1390	160	160	160	1560	176	190
1211	122	1160	122	122	1160	120	120	1160	141	141	1370	134	141	141	1370	153	153	153	1490	168	178
1212	125	1210	125	125	1210	122	122	1160	145	145	1410	134	145	145	1410	153	153	153	1490	168	178
1213	141	141	141	141	141	136	136	136	157	157	157	125	157	157	157	143	157	157	157	158	178
1214	141	141	136	136	136	134	134	134	156	156	156	125	155	155	155	141	155	155	155	156	171
1215	141	141	136	136	136	134	134	134	156	156	156	125	155	156	156	141	155	155	155	156	171
1216	143	143	143	143	143	141	141	141	160	160	160	125	158	160	160	141	160	160	160	156	171
1217	143	143	143	143	143	141	141	141	164	164	164	125	164	164	164	142	164	164	164	156	171
1218	149	149	149	149	149	145	145	145	166	166	166	130	166	166	166	145	166	166	166	162	173
1219	143	143	134	134	134	131	131	131	160	160	160	119	160	160	160	134	160	160	160	150	167
1220	143	143	149	149	149	134	134	134	160	160	160	119	160	160	160	134	160	160	160	150	167
1221	143	143	149	149	149	134	134	134	157	157	157	119	157	157	157	134	157	157	157	150	167
1222	136	136	134	134	134	131	131	131	152	152	152	119	152	152	152	134	152	152	152	150	167
1223	99	980	108	108	1040	111	111	1070	131	131	1270	154	154	154	1500	169	169	169	1650	186	200
1224	99	980	108	108	1040	111	111	1070	131	131	1270	154	154	154	1500	169	169	169	1650	186	200
1225	108	1040	108	108	1040	111	111	1070	131	131	1270	154	154	154	1500	169	169	169	1650	185	200
1226	92	880	95	95	910	99	99	99	120	120	120	141	141	141	1370	160	160	160	1560	177	189
1227	96	910	96	96	920	99	99	99	122	122	122	141	141	141	1370	160	160	160	1560	177	189
1228	101	970	111	111	1070	113	113	1090	136	136	1320	154	154	154	1500	169	169	169	1650	186	200
1229	99	950	108	108	1040	111	111	1070	122	120	122	154	154	154	1500	169	169	169	1650	185	200
1230	101	970	111	111	1070	113	113	1090	136	136	1320	156	156	156	1540	174	174	174	1700	190	206
1231	96	920	111	111	1070	113	113	1090	136	136	1320	156	156	156	1540	174	174	174	1700	190	206
1232	92	880	113	113	1090	117	117	1130	141	141	1370	156	156	156	1540	174	174	174	1700	190	206
1233	88	840	113	113	1090	120	120	1160	141	141	1370	156	156	156	1540	174	174	174	1700	190	206
1234	88	840	113	113	1090	120	120	1160	143	143	1390	156	156	156	1540	174	174	174	1700	190	206
1235	88	840	108	108	1040	120	120	1160	141	141	1370	164	164	164	1600	178	178	178	1740	190	208
1236	88	840	108	108	1040	120	120	1160	141	141	1370	164	164	164	1600	178	178	178	1740	190	208
1237	84	800	108	108	1040	120	120	1160	141	141	1370	164	164	164	1600	178	178	178	1740	190	208
1238	80	760	106	106	1020	117	117	1130	139	139	1350	164	164	164	1600	178	178	178	1740	190	208
1239	106	1020	106	106	1020	108	108	1040	129	129	1250	140	140	140	1360	156	156	156	1510	173	186
1240	101	970	106	106	1020	101	101	970	122	122	1180	134	134	134	1300	153	153	153	1490	169	186
1241	111	1070	111	111	1070	108	108	1040	151	151	1470	140	140	140	1360	156	156	156	1510	173	186
1242	113	1090	113	113	1090	111	111	1070	134	134	1300	140	140	140	1360	156	156	156	1510	173	186

AR - All Rail.
RWR - Rail, water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff as amended inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A:																							
	A		B	C		D	E		F	G		H	J	K		L	M	N			O	P		
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																							
	AR	RMR	AR RMR	AR	RMR	AR RMR	AR	RMR	AR RMR	AR	RMR	AR RMR	AR RMR	AR	RMR	AR RMR	AR RMR	AR	RMR	AR RMR	AR RMR			
1243. . . .	117	113D	117	117	113D	113	113	109D	134	134	130D	140	140	140	136D	155	155	155	151D	173	196			
1244. . . .	117	113D	120	120	116D	117	117	113D	136	136	132D	140	140	140	136D	155	155	155	151D	173	196			
1245. . . .	101	97D	111	111	107D	113	113	109D	136	136	132D	140	140	140	136D	155	155	155	151D	173	196			
1246. . . .	111	107D	120	120	116D	122	122	118D	143	143	139D	161	161	161	157D	178	178	178	174D	194	206			
1247. . . .	113	109D	122	122	118D	125	125	121D	149	149	145D	164	164	164	160D	180	180	180	176D	196	208			
1248. . . .	106	102D	117	117	113D	120	120	116D	141	141	137D	161	161	161	157D	178	178	178	174D	194	206			
1249. . . .	106	102D	117	117	113D	120	120	116D	141	141	137D	161	161	161	157D	178	178	178	174D	194	206			
1250. . . .	106	102D	117	117	113D	120	120	116D	143	143	139D	161	161	161	157D	178	178	178	174D	194	206			
1251. . . .	113	109D	122	122	118D	125	125	121D	149	149	145D	164	164	164	160D	180	180	180	176D	196	208			
1252. . . .	111	107D	106	106	102D	101	101	97D	122	122	122	140	140	140	136D	155	155	155	151D	173	185			
1253. . . .	106	102D	96	96	92D	92	92	92	117	117	117	129	129	129	125D	147	147	147	143D	165	177			
1254. . . .	80	76D	111	111	107D	117	117	113D	136	136	132D	164	164	164	160D	178	178	178	174D	190	208			
1255. . . .	80	76D	106	106	102D	117	117	113D	136	136	132D	164	164	164	160D	178	178	178	174D	190	208			
1256. . . .	81	77D	106	106	102D	117	117	113D	136	136	132D	164	164	164	160D	178	178	178	174D	190	208			
1257. . . .	143	143	136	136	136	134	134	134	157	157	157	119	157	157	157	134	157	157	157	150	167			
1258. . . .	143	143	136	136	136	134	134	134	157	157	157	119	157	157	157	134	157	157	157	150	167			
1259. . . .	145	145	145	145	145	143	143	143	164	164	164	130	164	164	164	145	164	164	164	162	173			
1260. . . .	143	143	145	145	145	143	143	143	164	164	164	130	164	164	164	145	164	164	164	162	173			
1261. . . .	145	145	145	145	145	143	143	143	164	164	164	130	164	164	164	145	164	164	164	162	173			
1262. . . .	141	141	134	134	134	131	131	131	152	152	152	125	152	152	141	152	152	152	152	156	171			
1263. . . .	111	107D	113	113	109D	111	111	107D	134	134	130D	146	146	146	142D	165	165	165	161D	180	194			
1264. . . .	111	107D	111	111	107D	108	108	104D	131	131	127D	146	146	146	142D	165	165	165	161D	180	194			
1265. . . .	113	109D	120	120	116D	117	117	113D	141	141	137D	146	146	146	142D	165	165	165	161D	178	194			
1266. . . .	111	107D	120	120	116D	120	120	116D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200			
1267. . . .	117	113D	120	120	116D	117	117	113D	136	136	132D	146	146	146	142D	165	165	165	161D	178	194			
1268. . . .	108	104D	117	117	113D	120	120	116D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200			
1269. . . .	111	107D	120	120	116D	120	120	116D	143	143	139D	154	154	154	150D	169	169	169	165D	185	200			
1270. . . .	106	102D	117	117	113D	120	120	116D	141	141	137D	154	154	154	150D	169	169	169	165D	185	200			
1271. . . .	109	102D	117	117	113D	120	120	116D	141	141	137D	156	156	156	152D	173	173	173	169D	190	202			
1272. . . .	111	107D	117	117	113D	120	120	116D	143	143	139D	156	156	156	152D	173	173	173	169D	190	202			
1273. . . .	108	102D	117	117	113D	117	117	113D	141	141	137D	154	154	154	150D	169	169	169	165D	185	200			
1274. . . .	108	102D	117	117	113D	117	117	113D	136	136	132D	154	154	154	150D	169	169	169	165D	185	200			
1275. . . .	113	109D	122	122	118D	125	125	121D	145	145	141D	165	165	165	161D	180	180	180	176D	196	208			
1276. . . .	111	107D	117	117	113D	117	117	113D	141	141	137D	146	146	146	142D	165	165	165	161D	180	194			
1277. . . .	111	107D	111	111	107D	108	108	104D	129	129	125D	140	140	140	136D	155	155	155	151D	173	185			
1278. . . .	108	104D	108	108	104D	108	108	102D	125	125	121D	140	140	140	136D	155	155	155	151D	173	185			
1279. . . .	113	109D	120	120	116D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194			
1280. . . .	120	116D	122	122	118D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194			
1281. . . .	113	109D	122	122	118D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194			
1282. . . .	122	118D	125	125	121D	122	122	118D	143	143	139D	142	145	143	139D	160	160	160	156D	176	190			
1283. . . .	108	104D	122	108	104D	120	120	116D	141	141	141	154	154	154	150D	169	169	169	165D	185	200			
1284. . . .	111	107D	108	108	104D	106	106	102D	125	125	121D	140	140	140	136D	155	155	155	151D	173	185			
1285. . . .	111	107D	108	108	104D	106	106	102D	125	125	121D	140	140	140	136D	155	155	155	151D	173	185			
1286. . . .	106	102D	117	117	113D	117	117	113D	136	136	132D	146	146	146	142D	165	165	165	161D	180	194			
1287. . . .	106	102D	113	113	109D	117	117	113D	136	136	132D	146	146	146	142D	165	165	165	161D	180	194			
1288. . . .	106	102D	117	117	113D	120	120	116D	141	141	137D	161	161	161	157D	178	178	178	174D	194	208			
1289. . . .	113	109D	122	122	118D	125	125	121D	149	149	145D	164	164	164	160D	180	180	180	176D	202	208			
1290. . . .	145	145	143	143	143	141	141	141	164	164	164	125	164	164	164	141	164	164	164	156	171			
1291. . . .	149	149	145	145	145	143	143	143	164	164	164	125	164	164	164	141	164	164	164	156	171			
1292. . . .	131	127D	134	134	130D	131	131	127D	152	152	148D	142	152	152	148D	160	160	160	156D	176	190			
1293. . . .	106	102D	101	101	97D	99	99	99	120	120	116D	134	134	134	130D	153	153	153	149D	169	185			
1294. . . .	108	102D	106	106	102D	108	108	102D	129	129	125D	140	140	140	136D	155	155	155	151D	173	185			
1295. . . .	125	125	113	113	113	111	111	111	131	131	131	117	131	131	131	136	136	136	136	154	188			
1296. . . .	120	116D	128	128	124D	131	131	127D	152	152	148D	165	165	165	161D	180	180	180	176D	196	200			

AR = All Rail.
RMR = Rail, water, Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I

Add to page 486 of Tariff.

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95, of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P
APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).															
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
1297. . .	145	141D	152	152	148D	155	155	151D	176	176	172D	154	176	176	172D	168	176	176	172D	183	196
1299. . .	145	141D	155	155	151D	152	152	148D	173	173	169D	154	173	173	169D	168	173	173	169D	183	196
1299. . .	149	145D	156	155	151D	145	145	141D	173	173	169D	154	173	173	169D	168	173	173	169D	183	196
1300. . .	145	141D	149	149	145D	149	149	145D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
1301. . .	143	139D	149	149	145D	145	145	141D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
1302. . .	149	149	149	149	149	145	145	145	168	168	168	135	168	168	168	150	168	168	168	166	178
1303. . .	155	155	155	155	155	132	152	152	171	171	171	130	171	171	171	145	171	171	171	182	173
1304. . .	155	155	155	155	155	152	152	152	171	171	171	125	171	171	171	142	171	171	171	158	171
1305. . .	120	116D	129	129	125D	129	129	125D	152	152	148D	165	165	165	161D	160	160	160	176D	196	208
1306. . .	125	121D	125	126	121D	122	122	118D	145	145	141D	142	145	145	141D	160	160	160	156D	176	190
1307. . .	149	145D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1308. . .	149	145D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1309. . .	145	141D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1310. . .	143	139D	152	152	148D	155	155	151D	176	176	172D	179	179	179	175D	191	191	191	187D	205	218
1311. . .	141	137D	149	149	145D	152	152	148D	171	171	167D	173	173	173	169D	186	186	186	181D	198	212
1312. . .	136	132D	149	149	145D	152	152	148D	171	171	167D	173	173	173	169D	186	186	186	181D	198	212
1313. . .	143	139D	152	152	148D	155	155	151D	173	173	169D	166	173	173	169D	179	179	186	181D	193	206
1314. . .	155	151D	164	164	160D	166	166	162D	185	185	181D	179	186	185	181D	191	191	191	187D	205	218
1315. . .	152	148D	164	164	160D	166	166	162D	185	185	181D	179	186	185	181D	191	191	191	187D	205	218
1316. . .	157	153D	166	166	162D	168	168	164D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1317. . .	149	145D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1318. . .	157	153D	166	166	162D	168	168	164D	186	188	184D	179	188	188	184D	191	191	191	187D	205	218
1319. . .	164	160D	171	171	167D	173	173	169D	191	191	187D	186	191	191	187D	197	197	197	193D	210	224
1320. . .	155	151D	164	164	160D	166	166	162D	185	185	181D	179	185	185	181D	191	191	191	187D	205	218
1321. . .	157	153D	166	166	162D	168	168	164D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1322. . .	157	153D	166	166	162D	168	168	164D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1323. . .	157	153D	166	166	162D	168	168	164D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1324. . .	155	151D	166	166	162D	168	168	164D	185	185	181D	179	185	185	181D	191	191	191	187D	205	218
1325. . .	157	153D	166	166	162D	168	168	164D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1326. . .	165	161D	173	173	169D	176	176	172D	193	193	189D	179	193	193	189D	191	193	193	189D	205	218
1327. . .	152	148D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1328. . .	149	145D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1329. . .	145	141D	155	155	151D	157	157	153D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1330. . .	143	139D	152	152	148D	155	155	151D	173	173	169D	179	179	179	175D	191	191	191	187D	205	218
1331. . .	149	145D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1332. . .	149	145D	157	157	153D	160	160	156D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1333. . .	143	139D	155	155	151D	157	157	153D	176	176	172D	179	179	179	175D	191	191	191	187D	205	218
1334. . .	152	148D	157	157	153D	164	164	160D	180	180	176D	179	182	182	178D	191	191	191	187D	205	218
1335. . .	146	141D	155	155	151D	157	157	153D	176	176	172D	173	176	176	172D	185	185	185	181D	198	212
1336. . .	141	137D	149	149	145D	152	152	148D	171	171	167D	160	171	171	167D	173	173	173	169D	186	200
1337. . .	156	152D	165	165	161D	168	168	164D	185	186	181D	179	186	186	182D	191	191	191	187D	205	218
1338. . .	157	153D	166	166	162D	168	168	164D	188	188	184D	179	188	188	184D	192	191	191	187D	205	218
1339. . .	164	160D	172	172	168D	174	174	170D	191	191	187D	179	191	191	187D	191	191	191	187D	205	218
1340. . .	166	162D	173	173	169D	176	176	172D	194	194	190D	186	194	194	190D	197	197	197	193D	210	224
1341. . .	165	161D	173	173	169D	176	176	172D	196	196	192D	179	196	196	192D	191	196	196	192D	205	218
1342. . .	168	164D	176	176	172D	178	178	174D	196	196	194D	179	196	196	194D	191	196	196	194D	205	218
1343. . .	141	137D	149	149	145D	152	152	148D	173	173	169D	173	173	173	169D	186	186	186	181D	198	212
1344. . .	143	139D	152	152	148D	155	155	151D	176	176	172D	173	176	176	172D	186	186	186	181D	198	212
1345. . .	146	141D	156	156	151D	157	157	153D	179	179	175D	173	179	179	175D	186	186	186	181D	198	212
1346. . .	165	161D	173	173	169D	176	176	172D	196	196	192D	179	196	196	192D	191	196	196	192D	205	218
1347. . .	143	139D	156	156	151D	157	157	153D	176	176	172D	179	179	179	175D	191	196	196	171	167D	205	218
1348. . .	174	170D	182	182	178D	184	184	180D	202	202	198D	179	202	202	198D	191	202	202	198D	205	218
1349. . .	167	163D	178	178	174D	180	180	176D	196	198	194D	179	198	196	194D	191	198	198	194D	205	218
1350. . .	167	163D	178	178	174D	180	180	176D	196	198	194D	179	198	198	194D	191	198	198	194D	205	218

AR - All Rails
RWR - Rail, water, Rail.

SUPPLEMENT NO. 30 - FREIGHT TARIFF NO. 44-I

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																			
	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																			
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
1351	171	167D	178	173	174D	180	180	176D	201	201	197D	179	201	201	197D	191	201	201	197D	205	218
1352	172	168D	179	179	175D	182	182	178D	202	202	198D	179	202	202	198D	191	202	202	198D	205	218
1353	166	162D	176	176	172D	178	178	174D	196	196	192D	179	196	196	192D	191	196	196	192D	205	218
1354	166	162D	173	173	169D	176	176	172D	196	196	192D	179	196	196	192D	191	196	196	192D	205	218
1355	173	169D	180	180	176D	184	184	180D	202	202	198D	186	202	202	198D	197	202	202	198D	210	224
1356	178	174D	186	186	182D	186	186	182D	205	205	201D	186	205	205	201D	197	205	205	201D	210	224
1357	178	174D	186	186	182D	186	186	182D	205	205	201D	186	205	205	201D	197	205	205	201D	210	224
1358	173	169D	180	180	176D	183	183	179D	201	201	197D	179	201	201	197D	191	201	201	197D	205	218
1359	164	160D	171	171	167D	173	173	169D	194	194	190D	179	194	194	190D	191	194	194	190D	205	218
1360	168	164D	176	176	172D	178	178	174D	196	196	192D	186	196	196	192D	197	197	197	193D	210	224
1361	174	170D	182	182	178D	185	185	181D	204	204	200D	186	204	204	200D	197	204	204	200D	210	224
1362	172	168D	182	182	178D	185	185	181D	204	204	200D	186	204	204	200D	197	204	204	200D	210	224
1363	180	176D	189	189	185D	189	189	185D	207	207	203D	186	207	207	203D	197	207	207	203D	210	224
1364	129	125D	141	141	137D	143	143	139D	164	164	160D	173	173	173	169D	185	185	185	181D	198	212
1365	134	130D	143	143	139D	145	145	141D	166	166	164D	173	173	173	169D	185	185	185	181D	198	212
1366	129	125D	136	136	132D	141	141	137D	164	164	160D	173	173	173	169D	185	185	185	181D	198	212
1367	131	127D	143	143	139D	145	145	141D	166	166	162D	173	173	173	169D	185	185	185	181D	198	212
1368	134	130D	143	143	139D	145	145	141D	166	166	162D	173	173	173	169D	185	185	185	181D	198	212
1369	143	139D	155	155	151D	157	157	153D	176	176	172D	179	179	179	175D	191	191	191	187D	205	218
1370	145	141D	155	155	151D	157	157	153D	176	176	172D	179	179	179	175D	191	191	191	187D	205	218
1371	149	145D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1372	149	145D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1373	160	156D	168	168	164D	171	171	167D	186	186	184D	186	186	186	184D	197	197	197	193D	210	224
1374	160	156D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1375	160	156D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1376	160	156D	157	157	153D	160	160	156D	182	182	178D	179	182	182	175D	191	191	191	187D	205	218
1377	134	130D	143	143	139D	145	145	141D	166	166	164D	173	173	173	169D	185	185	185	181D	198	212
1378	152	148D	155	155	151D	157	157	153D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1379	145	141D	157	157	153D	160	160	156D	179	179	175D	179	179	179	175D	191	191	191	187D	205	218
1380	136	132D	145	145	141D	149	149	145D	168	168	164D	173	173	173	169D	185	185	185	181D	198	212
1381	131	127D	143	143	139D	143	143	139D	166	166	162D	173	173	173	169D	185	185	185	181D	198	212
1382	173	169D	178	178	174D	178	178	174D	197	197	193D	180	197	197	193D	174	197	197	193D	190	208
1383	173	169D	179	179	175D	177	177	173D	195	195	191D	180	195	195	191D	174	195	195	191D	190	208
1384	167	163D	178	178	174D	180	180	176D	198	198	194D	179	198	198	194D	191	198	198	194D	205	218
1385	161	163D	169	169	165D	172	172	168D	191	191	187D	179	191	191	187D	191	191	191	187D	205	218
1386	156	151D	164	164	160D	166	166	162D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1387	150	146D	160	160	156D	162	162	158D	180	180	176D	179	180	180	176D	191	191	191	187D	205	218
1388	143	139D	152	152	148D	155	155	151D	173	173	169D	166	173	173	169D	179	179	179	175D	193	206
1389	174	170D	182	182	178D	186	186	181D	204	204	200D	179	204	204	200D	191	204	204	200D	205	218
1390	176	172D	183	183	179D	188	188	184D	206	206	201D	179	206	206	201D	191	206	206	201D	205	218
1391	196	191D	201	201	197D	204	204	200D	221	221	217D	216	221	221	217D	226	226	226	222D	239	251
1392	196	191D	204	204	200D	204	204	200D	221	221	217D	216	221	221	217D	226	226	226	222D	239	251
1393	202	198D	208	208	204D	212	212	208D	230	230	226D	216	230	230	226D	226	230	230	226D	239	251
1394	206	202D	216	216	212D	216	216	212D	233	233	229D	216	233	233	229D	226	233	233	229	239	251
1395	209	205D	219	219	215D	221	221	217D	240	240	236D	216	240	240	236D	226	240	240	236D	239	251
1396	218	214D	224	224	220D	227	227	223D	244	244	240D	240	244	244	240D	250	250	250	246D	263	276
1397	221	217D	230	230	226D	233	233	229D	251	251	247D	240	251	251	247D	250	251	251	247D	263	276
1398	228	224D	233	233	229D	238	238	234D	256	256	251D	240	256	256	251D	250	256	256	251D	263	276
1399	230	226D	240	240	236D	240	240	236D	257	257	253D	260	257	257	253D	259	259	259	255D	273	286
1400	232	228D	242	242	238D	244	244	240D	263	263	259D	260	263	263	259D	259	263	263	259D	273	286
1401	239	235D	244	244	240D	246	246	242D	265	265	261D	261	265	265	261D	270	270	270	266D	283	297
1402	240	236D	250	250	246D	253	253	249D	271	271	267D	261	271	271	267D	270	271	271	267D	283	297
1403	246	242D	253	253	249	256	256	252D	276	276	271D	261	276	276	271D	270	276	276	271D	283	297
1404	260	246D	259	259	255D	262	262	258D	279	279	275D	268	279	279	275D	278	279	279	275D	292	306

AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff, as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).														
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
1406. . . .	255	251D	264	264	260D	267	267	263D	286	286	282D	275	286	286	282D	285	286	286	282D	298	311
1406. . . .	261	267D	270	270	266D	273	273	269D	290	290	286D	275	290	290	286D	285	290	290	286D	298	311
1407. . . .	129	129	108	108	108	108	108	108	125	125	125	120	125	125	125	136	136	136	136	154	168
1408. . . .	129	129	108	108	108	108	108	108	129	129	129	120	129	129	129	136	136	136	136	154	168
1409. . . .	131	131	111	111	111	108	108	108	131	131	131	120	131	131	131	136	136	136	136	154	168
1410. . . .	134	134	113	113	113	113	113	113	134	134	134	120	134	134	134	136	136	136	136	154	168
1411. . . .	136	136	117	117	117	113	113	113	136	136	136	120	136	136	136	136	136	136	136	154	168
1412. . . .	134	134	113	113	113	111	111	111	129	129	129	113	129	129	129	131	131	131	131	147	164
1413. . . .	136	136	117	117	117	113	113	113	122	122	122	120	122	122	122	136	136	136	136	154	168
1414. . . .	141	141	129	129	129	122	122	122	134	134	134	101	134	134	134	124	134	134	134	141	156
1415. . . .	120	120	111	111	111	108	108	108	131	131	131	120	131	131	131	141	141	141	141	156	171
1416. . . .	125	125	117	117	117	113	113	113	136	136	136	119	136	136	136	136	136	136	136	150	166
1417. . . .	149	149	145	145	145	141	141	141	160	160	160	125	160	160	160	141	160	160	160	156	171
1418. . . .	141	141	120	120	120	108	108	108	120	120	120	120	120	120	120	136	136	136	136	154	168
1419. . . .	136	136	117	117	117	111	111	111	120	120	120	120	120	120	120	136	136	136	136	154	168
1420. . . .	134	134	113	113	113	111	111	111	125	125	125	120	125	125	125	136	136	136	136	154	168
1421. . . .	136	136	117	117	117	111	111	111	125	125	125	120	125	125	125	136	136	136	136	154	168
1422. . . .	141	141	141	141	141	136	136	136	157	157	157	125	157	157	157	143	157	157	157	158	173
1422. . . .	136	136	134	134	134	131	131	131	155	155	155	125	155	155	155	143	155	155	155	158	173
1424. . . .	136	136	131	131	131	129	129	129	149	149	149	119	149	149	149	134	149	149	149	150	167
1425. . . .	141	141	131	131	131	129	129	129	149	149	149	116	149	149	149	134	149	149	149	150	166
1426. . . .	117	113D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1427. . . .	117	113D	129	129	125D	129	129	125D	152	152	148D	165	165	165	161D	180	180	180	176D	196	208
1428. . . .	117	113D	125	125	121D	129	129	125D	152	152	148D	165	165	165	161D	180	180	180	176D	196	208
1429. . . .	117	113D	125	125	121D	125	125	121D	145	145	141D	154	154	154	150D	169	169	169	165D	185	200
1430. . . .	113	109D	135	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1431. . . .	113	109D	126	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1432. . . .	111	107D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1433. . . .	117	113D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208
1434. . . .	141	141	141	141	141	136	136	136	160	160	160	125	160	160	160	143	160	160	160	158	173
1435. . . .	117	117	111	111	111	108	108	108	129	129	129	120	129	129	129	141	141	141	141	156	171
1436. . . .	117	117	125	125	125	129	129	129	149	149	149	165	165	165	165	180	180	180	180	196	208
1437. . . .	136	132D	145	145	141D	141	141	137D	164	164	160D	146	164	164	160D	161	164	164	160D	177	188
1438. . . .	131	127D	134	134	130D	134	134	130D	155	155	151D	146	155	155	151D	161	161	161	157D	182	194
1439. . . .	136	132D	134	134	130D	131	131	127D	152	152	148D	119	152	152	148D	134	152	152	148D	150	167
1440. . . .	117	113D	122	122	118D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1441. . . .	141	116D	131	131	127D	125	125	121D	149	149	145D	146	149	149	145D	161	161	161	157D	182	194
1442. . . .	129	125D	131	131	127D	129	129	125D	152	152	148D	146	152	152	148D	161	161	161	157D	182	194
1443. . . .	122	118D	129	129	125D	125	125	121D	149	149	145D	146	149	149	145D	161	161	161	157D	182	194
1444. . . .	120	116D	125	125	121D	125	125	121D	145	145	141D	146	146	146	142D	165	165	165	161D	178	194
1445. . . .	146	141D	145	146	141D	143	143	139D	166	166	162D	135	166	166	162D	150	166	166	162D	166	178
1446. . . .	143	139D	146	145	141D	145	145	141D	168	168	164D	146	168	168	164D	161	168	168	164D	177	188
1447. . . .	143	139D	143	143	139D	141	141	137D	160	160	156D	141	160	160	156D	155	160	160	156D	169	182
1448. . . .	143	139D	146	145	141D	143	143	139D	164	164	160D	141	164	164	160D	158	164	164	160D	169	182
1449. . . .	131	131	125	125	125	122	122	122	143	143	143	113	143	143	143	130	143	143	143	146	160
1450. . . .	131	131	122	122	122	122	122	122	143	143	143	113	143	143	143	130	143	143	143	146	160
1451. . . .	131	131	120	120	120	120	120	120	143	143	143	113	143	143	143	130	143	143	143	146	160
1452. . . .	149	149	145	145	145	145	145	145	168	168	168	135	168	168	168	156	168	168	168	166	178
1453. . . .	156	156	156	156	156	152	152	152	173	173	173	125	173	173	173	142	173	173	173	158	173
1454. . . .	157	157	157	157	157	156	156	156	173	173	173	125	173	173	173	142	173	173	173	158	173
1455. . . .	166	162D	171	171	167D	168	168	164D	186	186	184D	160	186	186	184D	174	186	188	184D	190	202
1456. . . .	171	167D	178	178	174D	177	177	173D	196	196	192D	160	196	196	192D	174	196	196	192D	190	202
1457. . . .	134	130D	136	136	132D	131	131	127D	155	155	151D	141	156	156	151D	156	155	155	151D	169	182
1458. . . .	126	129	125	126	125	122	122	122	145	145	145	134	145	145	145	153	153	153	153	168	178

AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff, as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																							
	A		B	C		D	E		F	G		H	J	K		L	M		N		O	P		
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																							
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR
1459. . . .	134	134	129	129	129	125	125	125	149	149	149	125	149	149	149	145	149	149	149	164	178			
1460. . . .	134	134	129	129	129	125	125	125	145	145	145	122	145	145	145	141	145	145	145	158	172			
1461. . . .	134	134	125	125	125	122	122	122	145	145	145	122	145	145	145	141	145	145	145	158	172			
1462. . . .	134	134	125	125	125	122	122	122	145	145	145	122	145	145	145	141	145	145	145	158	172			
1463. . . .	134	134	125	125	125	125	125	125	145	145	145	122	145	145	145	141	145	145	145	158	172			
1464. . . .	143	139D	152	152	148D	155	156	151D	173	173	169D	166	173	173	169D	179	179	179	176D	195	208			
1465. . . .	143	139D	152	152	148D	155	155	151D	173	173	169D	179	179	179	176D	191	191	191	187D	206	219			
1466. . . .	122	118D	120	120	116D	117	117	113D	141	141	137D	151	141	141	137D	150	150	150	146D	166	179			
1467. . . .	125	121D	136	136	132D	136	136	132D	157	157	153D	165	165	165	161D	180	180	180	176D	196	209			
1468. . . .	129	125D	134	134	130D	131	131	127D	155	155	151D	146	155	155	151D	161	161	161	157D	182	194			
1469. . . .	122	118D	131	131	127D	125	125	121D	149	149	145D	146	149	149	145D	161	161	161	157D	182	194			
1470. . . .	120	116D	131	131	127D	131	131	127D	152	152	148D	165	165	165	161D	180	180	180	176D	196	208			
1471. . . .	117	113D	125	125	121D	129	129	125D	149	149	145D	165	165	165	161D	180	180	180	176D	196	208			
1472. . . .	108	104D	117	117	113D	122	122	118D	143	143	139D	165	165	165	161D	180	180	180	176D	196	208			
1473. . . .	111	107D	120	120	116D	125	125	121D	145	145	141D	165	165	165	161D	180	180	180	176D	196	208			
1474. . . .	108	104D	108	108	104D	111	111	107D	131	131	127D	146	146	146	142D	165	165	165	161D	180	194			
1475. . . .	129	129	120	120	120	117	117	117	141	141	141	120	141	141	141	141	141	141	141	156	171			
1476. . . .	125	125	120	120	120	117	117	117	136	136	136	120	136	136	136	141	141	141	141	156	171			
1477. . . .	129	129	125	125	125	122	122	122	145	145	145	134	145	145	145	153	153	153	153	168	178			
1478. . . .	134	134	129	129	129	125	125	125	149	149	149	122	149	149	149	141	149	149	149	158	172			
1479. . . .	131	131	125	125	125	122	122	122	143	143	143	120	143	143	143	141	143	143	143	156	171			
1480. . . .	134	134	125	125	125	122	122	122	145	145	145	122	145	145	145	141	145	145	145	158	172			
1481. . . .	131	131	125	125	125	122	122	122	143	143	143	120	143	143	143	141	143	143	143	156	171			
1482. . . .	131	131	125	125	125	122	122	122	143	143	143	113	143	143	143	150	143	143	143	146	160			
1483. . . .	131	131	125	125	125	122	122	122	143	143	143	116	143	143	143	134	143	143	143	150	166			
1484. . . .	120	116D	120	120	116D	117	117	113D	141	141	137D	134	141	141	137D	153	153	153	149D	168	178			
1485. . . .	129	125D	129	129	125D	125	125	121D	145	145	141D	125	145	145	141D	145	145	145	141D	164	178			
1486. . . .	143	143	141	141	141	136	136	136	157	157	157	125	157	157	157	141	157	157	157	166	171			
1487. . . .	146	142D	154	154	150D	150	150	146D	173	173	169D	165	173	173	169D	180	180	180	176D	196	208			
1488. . . .	143	143	143	143	143	141	141	141	164	164	164	125	164	164	164	142	164	164	164	158	171			
1489. . . .	152	152	152	152	152	149	149	149	168	168	168	130	168	168	168	145	168	168	168	182	178			
1490. . . .	152	148D	145	145	141D	143	143	139D	164	164	160D	125	164	164	160D	145	164	164	160D	156	171			
1491. . . .	152	148D	145	145	141D	143	143	139D	160	160	156D	125	160	160	160	142	160	160	156D	162	178			
1492. . . .	157	153D	155	155	151D	152	152	148D	171	171	167D	130	171	171	167D	142	171	171	167D	162	178			
1493. . . .	136	136	134	134	130D	131	131	127D	155	155	151D	125	155	155	151D	143	155	155	151D	155	178			
1494. . . .	99	95D	106	106	102D	106	106	104D	129	129	125D	154	154	154	150D	169	169	169	165D	186	200			
1495. . . .	101	97D	106	106	102D	106	106	104D	131	131	127D	154	154	154	150D	169	169	169	165D	186	200			
1496. . . .	87	83D	111	111	107D	120	120	116D	143	143	139D	158	158	158	154D	174	174	174	170D	190	205			
1497. . . .	88	84D	111	111	107D	122	122	118D	143	143	139D	158	158	158	154D	174	174	174	170D	190	205			
1498. . . .	85	81D	111	111	107D	120	120	116D	143	143	139D	164	164	164	160D	178	178	178	174D	190	209			
1499. . . .	85	81D	111	111	107D	120	120	116D	143	143	139D	164	164	164	160D	178	178	178	174D	190	209			
1500. . . .	88	84D	113	113	109D	122	122	118D	146	146	141D	164	164	164	160D	178	178	178	174D	190	209			
1501. . . .	129	125D	129	129	125D	125	125	121D	145	145	141D	134	145	145	141D	153	153	153	149D	168	178			
1502. . . .	145	141D	145	145	141D	143	143	139D	166	166	162D	125	166	166	162D	150	166	166	162D	166	178			
1503. . . .	111	107D	106	106	102D	101	101	97D	125	125	121D	140	140	140	136D	155	155	155	151D	173	186			
1504. . . .	141	141	134	134	134	131	131	131	156	156	156	125	155	155	155	141	155	155	155	156	171			
1505. . . .	129	129	120	120	120	120	120	120	141	141	141	113	141	141	141	130	141	141	141	146	160			
1506. . . .	131	131	125	125	125	122	122	122	143	143	143	113	143	143	143	130	143	143	143	146	160			
1507. . . .	143	143	143	143	143	141	141	141	164	164	164	130	164	164	164	145	164	164	164	162	178			
1508. . . .	143	143	143	143	143	141	141	141	164	164	164	125	164	164	164	142	164	164	164	156	171			
1509. . . .	145	145	143	143	143	141	141	141	160	160	160	125	160	160	160	141	160	160	160	158	171			
1510. . . .	136	136	134	134	134	131	131	131	155	155	155	125	155	155	155	143	155	155	155	158	173			
1511. . . .	111	107D	117	117	113D	117	117	113D	141	141	137D	146	146	146	142D	165	165	165	161D	180	194			
1512. . . .	113	109D	120	120	116D	120	120	116D	141	141	137D	146	146	146	142D	165	165	165	161D	178	194			

AR - All Rail.
RWR - Rail, Water, Rail

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff, as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).																				
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
1513. . . .	106	102D	117	117	113D	117	117	113D	141	141	137D	156	156	156	152D	173	173	173	169D	190	202
1514. . . .	111	107D	106	108	102D	101	101	97D	125	125	121D	140	140	140	136D	155	155	155	151D	173	185
1515. . . .	117	113D	122	122	118D	120	120	116D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1516. . . .	117	113D	129	129	125D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1517. . . .	117	113D	129	129	125D	122	122	118D	143	143	139D	146	146	146	142D	165	165	165	161D	178	194
1518. . . .	111	107D	108	108	104D	106	106	102D	129	129	125D	140	140	140	136D	155	155	155	151D	173	185
1519. . . .	129	125D	129	129	125D	125	125	121D	145	145	141D	134	145	145	141D	153	153	153	149D	168	178
1520. . . .	101	97D	101	101	97D	106	106	102D	125	125	121D	141	141	141	137D	160	160	160	156D	177	189
1521. . . .	101	97D	106	106	102D	106	106	102D	125	125	121D	134	134	134	130D	153	153	153	149D	169	185
1522. . . .	106	106	99	99	99	96	96	96	120	120	120	129	129	129	129	147	147	147	147	165	177
1523. . . .	120	120	111	111	111	108	108	108	131	131	131	120	131	131	131	141	141	141	141	156	171
1524. . . .	120	120	111	111	111	108	108	108	129	129	129	120	129	129	129	141	141	141	141	156	171
1525. . . .	108	104D	106	106	102D	101	101	97D	122	122	118D	140	140	140	136D	155	155	155	151D	173	185
1526. . . .	108	104D	106	106	102D	106	106	102D	125	125	121D	140	140	140	136D	156	156	156	151D	173	186
1527. . . .	143	139D	145	145	141D	145	145	141D	168	168	164D	146	168	168	164D	161	168	168	164D	177	198
1528. . . .	131	131	111	111	111	108	108	108	131	131	131	113	131	131	131	131	131	131	131	147	164
1529. . . .	145	145	145	145	145	143	143	143	166	166	166	135	166	166	166	150	166	166	166	178	178
1530. . . .	152	152	152	152	152	149	149	149	168	168	168	130	168	168	168	145	168	168	168	182	173
1531. . . .	156	155	156	156	155	152	152	152	173	173	173	125	173	173	173	142	173	173	173	188	173
1532. . . .	117	113D	125	125	121D	129	129	125D	152	152	148D	165	165	165	161D	180	180	180	176	196	208
1533. . . .	125	121D	125	125	121D	122	122	118D	143	143	139D	142	143	143	139D	160	160	160	156	176	190
1534. . . .	167	163D	176	176	172D	178	178	174D	196	196	194D	179	196	196	194D	191	196	196	194D	205	216
1535. . . .	167	163D	168	168	164D	171	171	167D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1536. . . .	143	139D	162	162	148D	166	166	151D	173	173	169D	179	179	179	175D	191	191	191	187D	205	218
1537. . . .	152	148D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1538. . . .	143	139D	162	162	148D	166	166	151D	173	173	169D	166	173	173	169D	179	179	179	175D	193	206
1539. . . .	165	161D	175	178	169D	178	178	172D	197	197	193D	179	197	197	193D	191	197	197	193D	205	218
1540. . . .	171	167D	178	178	174D	180	180	176D	198	198	194D	179	198	198	194D	191	198	198	194D	205	218
1541. . . .	167	163D	176	176	172D	178	178	174D	198	198	194D	179	198	198	194D	191	198	198	194D	205	218
1542. . . .	174	170D	182	182	178D	184	184	180D	206	206	202D	179	206	206	202D	191	206	206	202D	205	218
1543. . . .	173	169D	180	180	176D	183	183	179D	202	202	198D	179	202	202	198D	191	202	202	198D	205	218
1544. . . .	169	165D	179	179	175D	182	182	178D	200	200	196D	179	200	200	196D	191	200	200	196D	205	218
1545. . . .	141	137D	152	152	148D	152	152	148D	178	178	169D	179	179	179	175D	191	191	191	187D	205	218
1546. . . .	145	141D	156	156	151D	157	157	153D	176	176	172D	179	179	179	175D	191	191	191	187D	205	218
1547. . . .	152	148D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1548. . . .	152	148D	160	160	156D	164	164	160D	182	182	178D	179	182	182	178D	191	191	191	187D	205	218
1549. . . .	131	127D	143	143	139D	143	143	139D	166	166	162D	173	173	173	169D	185	185	186	181D	198	212
1550. . . .	136	132D	149	149	145D	149	149	145D	171	171	167D	173	173	173	169D	185	185	185	181D	198	212
1551. . . .	171	167D	178	178	174D	177	177	173D	196	196	192D	180	196	196	192D	174	196	196	192D	190	202
1552. . . .	162	158D	171	171	167D	173	173	169D	195	195	190D	179	193	193	189D	191	193	193	189D	205	218
1553. . . .	166	151D	164	164	160D	166	166	163D	188	188	184D	179	188	188	184D	191	191	191	187D	205	218
1554. . . .	146	141D	147	147	143D	157	157	153D	176	176	172D	179	179	179	175D	191	191	191	187D	205	218
1555. . . .	143	139D	152	152	148D	156	156	151D	173	173	169D	166	173	173	169D	179	179	179	175D	193	206
1556. . . .	171	167D	180	180	176D	183	183	179D	201	201	197D	179	201	201	197D	191	201	201	197D	205	218
1557. . . .	174	170D	182	182	178D	184	184	180D	206	206	202D	179	206	206	202D	191	206	206	202D	205	218
1558. . . .	143	139D	152	152	148D	156	156	151D	173	173	169D	179	179	179	175D	191	191	191	187D	205	218
1559. . . .	162	158D	173	173	169D	176	176	172D	195	195	189D	179	193	193	189D	191	193	193	189D	205	218
1560. . . .	131	131	111	111	111	99	99	99	111	111	111	96	111	111	115	117	117	117	117	135	149
1561. . . .	157	157	157	157	157	155	156	155	178	178	178	135	178	178	178	142	178	178	178	158	178
1562. . . .	140	136D	147	147	143D	147	147	143D	168	168	164D	165	168	168	164	180	180	180	176D	196	208
1563. . . .	136	131B	145	145	141D	146	146	142D	171	171	167D	165	171	171	167D	180	180	180	176D	196	208
1564. . . .	120	116D	129	129	125D	131	131	127D	155	155	151D	165	165	165	161D	180	180	180	176D	196	208
1565. . . .	120	120	111	111	111	108	108	108	131	131	131	120	131	131	131	141	141	141	141	156	171
1566. . . .	120	116D	125	125	121D	125	125	121D	145	145	141D	146	146	146	142D	165	165	165	161D	178	194

AR - All Rail.
RWR - Rail, Water, Rail.

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Add to page 486 of Tariff:

SECTION 4A - Continued

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 96, of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 372 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A:

	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P
APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of tariff as amended, inclusive).															
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
1567. . . .	113	109D	120	120	116D	117	117	113D	136	136	132D	146	146	146	142D	165	165	165	161D	176	194
1568. . . .	117	113D	125	125	121D	129	129	125D	147	149	145D	164	164	164	160D	180	180	180	176D	196	208
1569. . . .	140	136D	147	147	143D	147	147	143D	171	171	167D	185	171	171	167D	180	180	180	176D	196	208
1570. . . .	146	142D	154	154	150D	150	150	146D	173	173	169D	185	173	173	169D	180	180	180	176D	196	208
1571. . . .	136	132D	131	131	131	129	129	129	149	149	149	119	149	149	149	134	149	149	149	150	167
1572. . . .	134	130D	129	129	129	125	125	125	146	146	146	113	146	146	146	130	145	145	145	146	160
1573. . . .	129	129	108	108	108	98	98	98	109	108	108	92	108	408	108	113	113	113	113	129	148
1574. . . .	140	136D	147	147	143D	150	150	146D	174	174	170D	165	174	174	170D	180	180	180	176D	196	208
1575. . . .	129	129	120	120	120	117	117	117	141	141	141	113	141	141	141	130	141	141	141	147	160
1576. . . .	134	134	117	117	117	113	113	113	129	129	129	113	129	129	129	131	131	131	131	14	164
1577. . . .	143	139D	152	152	148D	150	150	146D	174	174	170D	165	174	174	170D	180	180	180	176D	196	208
1578. . . .	129	129	108	108	108	98	98	98	108	108	108	92	108	108	108	113	113	113	113	129	148
1579. . . .	131	131	111	111	111	99	99	99	111	111	111	96	111	111	111	117	117	117	117	135	149
1580. . . .	125	125	106	106	106	101	101	101	125	125	125	120	125	125	125	136	136	136	136	154	168
1581. . . .	129	129	117	117	117	113	113	113	134	134	134	108	134	134	134	134	134	134	134	141	158
1582. . . .	200	196D	206	206	202D	208	208	204D	227	227	223D	216	227	227	223D	226	227	227	223D	239	252
1583. . . .	190	186D	200	200	196D	202	202	198D	220	220	216D	202	220	220	216D	213	220	220	216D	227	240
1584. . . .	182	178D	188	188	184D	191	191	187D	209	209	205D	202	209	209	205D	213	213	213	209D	227	240
1585. . . .	177	173D	185	185	181D	188	188	184D	206	206	202D	202	206	206	202D	213	213	213	209D	227	240
1586. . . .	183	179D	193	193	189D	196	196	191D	213	213	209D	202	213	213	209D	213	213	213	209D	227	240
1587. . . .	206	202D	212	212	208D	215	215	211D	232	232	228D	216	232	232	228D	226	232	232	228D	239	252
1588. . . .	186	182D	196	196	191D	198	198	194D	217	217	213D	202	217	217	213D	213	217	217	213D	227	240
1589. . . .	207	203D	216	216	212D	216	216	212D	233	233	229D	216	233	233	229D	226	233	233	229D	239	252
1590. . . .	204	200D	209	209	205D	213	213	209D	231	231	227D	216	231	231	227D	226	231	231	227D	239	252
1591. . . .	189	185D	195	195	191D	196	198	194D	217	217	213D	202	217	217	213D	213	217	217	213D	227	240
1592. . . .	201	197D	209	209	205D	209	209	205D	228	228	224D	216	228	228	224D	226	228	228	224D	239	252
1593. . . .	201	197D	207	207	203D	210	210	206D	229	229	225D	216	229	229	225D	226	229	229	225D	239	252
1594. . . .	179	175D	188	188	184D	191	191	187D	209	209	205D	202	209	209	205D	213	213	213	209D	227	240
1595. . . .	173	169D	180	180	176D	184	184	180D	202	202	198D	186	202	202	198D	197	202	202	198D	210	224
1596. . . .	194	190D	200	200	196D	202	202	198D	220	220	216D	202	220	220	216D	213	220	220	216D	227	240
1597. . . .	200	196D	206	206	202D	208	208	204D	227	227	223D	216	227	227	223D	226	227	227	223D	239	252
1598. . . .	194	190D	202	202	198D	205	205	201D	220	220	216D	202	220	220	216D	213	220	220	216D	227	240
1599. . . .	186	182D	195	195	191D	195	195	191D	213	213	209D	202	213	213	209D	213	213	213	209D	227	240
1600. . . .	176	172D	184	184	180D	186	186	182D	206	206	202D	202	206	206	202D	213	213	213	209D	227	240
1601. . . .	204	200D	213	213	209D	216	216	212D	233	233	229D	216	233	233	229D	226	233	233	229D	239	252
1602. . . .	177	173D	185	185	181D	188	188	184D	206	206	202D	202	206	206	202D	213	213	213	209D	227	240
1603. . . .	179	175D	188	188	184D	188	188	184D	206	206	202D	202	206	206	202D	213	213	213	209D	227	240
1604. . . .	179	175D	188	188	184D	191	191	187D	209	209	205D	202	209	209	205D	213	213	213	209D	227	240
1605. . . .	183	179D	193	193	189D	195	196	191D	213	213	209D	202	213	213	209D	213	213	213	209D	227	240
1606. . . .	186	182D	195	196	191D	198	198	194D	217	217	213D	202	217	217	213D	213	213	217	213D	227	240
1607. . . .	186	182D	195	195	191D	198	198	194D	217	217	213D	202	217	217	213D	213	217	217	213D	227	240
1608. . . .	186	182D	195	195	191D	198	198	194D	217	217	213D	202	217	217	213D	213	217	217	213D	227	240
1609. . . .	194	190D	202	202	198D	206	206	202D	224	224	220D	202	224	224	220D	213	224	224	220D	227	240
1610. . . .	190	186D	200	200	196D	202	202	198D	220	220	216D	202	220	220	216D	213	220	220	216D	227	240
1611. . . .	194	190D	202	202	198D	206	206	202D	224	224	220D	202	224	224	220D	213	224	224	220D	227	240
1612. . . .	194	190D	202	202	198D	202	202	198D	220	220	216D	202	220	220	216D	213	220	220	216D	227	240
1613. . . .	188	182D	193	193	189D	195	196	191D	213	213	209D	216	216	216	212D	226	226	226	222D	239	252
1614. . . .	186	182D	195	195	191D	198	198	194D	217	217	213D	216	217	217	213D	226	226	226	222D	239	252
1615. . . .	196	192D	206	206	202D	206	206	202D	227	227	223D	216	227	227	223D	226	227	227	223D	239	252
1616. . . .	196	192D	206	206	202D	206	206	202D	224	224	220D	216	224	224	220D	226	226	226	222D	239	252
1617. . . .	198	194D	207	207	203D	210	210	206D	229	229	225D	216	229	229	225D	226	229	229	225D	239	252
1618. . . .	204	200D	209	209	205D	213	213	209D	231	231	227D	216	231	231	227D	226	231	231	227D	239	252
1619. . . .	201	197D	207	207	203D	210	210	206D	229	229	225D	216	229	229	225D	226	229	229	225D	239	252
1620. . . .	204	200D	213	213	209D	216	216	212D	233	233	229D	216	233	233	229D	226	233	233	229D	239	252

AR - All Rail.
RWR - Rail, Water, Rail.

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To northern stations shown on pages 97 to 99, of tariff as amended, inclusive, taking Rate Basis numbers under Heading Section 4A

To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.

	A		B	C		D	E		F	G		H	J	K		L	M	N		O	P	
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 486 of tariff as amended, inclusive).																					
	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR	RWR	AR RWR	AR RWR	RWR	AR	RWR	AR RWR	AR RWR	AR	RWR	AR RWR	AR RWR
1621. . . .	99	920	99	99	920	101	101	106	125	125	120	141	141	141	1340	160	160	160	1530	177	189	
1622. . . .	101	940	113	113	1060	117	117	1100	136	136	1290	154	154	154	1470	169	169	169	1620	185	200	
1623. . . .	99	920	101	101	940	106	106	990	125	125	120	141	141	141	1340	160	160	160	1530	177	189	
1624. . . .	106	990	113	113	1060	117	117	1100	141	141	1340	154	154	154	1470	169	169	169	1620	185	200	
1625. . . .	106	990	113	113	1060	117	117	1100	136	136	1290	154	154	154	1470	169	169	169	1620	185	200	
1626. . . .	106	990	113	113	1060	117	117	1100	141	141	1340	154	154	154	1470	169	169	169	1620	185	200	
1627. . . .	106	990	113	113	1060	117	117	1100	141	141	1340	154	154	154	1470	169	169	169	1620	185	200	
1628. . . .	106	990	113	113	1060	106	106	990	136	136	1290	154	154	154	1470	169	169	169	1620	185	200	
1629. . . .	178	1740	186	186	1820	189	189	1850	207	207	2030	179	207	207	2030	191	207	207	2030	205	218	
1630. . . .	174	1700	184	184	1800	188	188	1840	206	206	2020	206	206	206	2020	185	206	206	2020	198	212	
1631. . . .	145	1410	155	155	1510	152	152	1480	171	171	1670	154	171	171	1670	168	171	171	1670	183	195	
2000. . . .	143	130	134	134	134	123	123	123	131	131	131	101	131	131	131	120	131	131	131	136	149	
2001. . . .	143	143	134	134	134	123	123	123	131	131	131	101	131	131	131	120	131	131	131	136	149	
2002. . . .	141	141	129	129	129	118	118	118	131	131	131	99	131	131	131	117	131	131	131	134	149	
2003. . . .	134	134	129	129	129	126	125	125	149	149	149	106	149	149	149	125	149	149	149	141	156	
2004. . . .	146	146	136	136	136	134	134	134	156	156	156	117	156	156	156	134	156	156	156	152	164	
2005. . . .	157	157	149	149	149	145	145	145	160	160	160	111	160	160	160	129	160	160	160	143	160	
2006. . . .	152	152	143	143	143	141	141	141	156	156	156	111	156	156	156	129	156	156	156	145	157	
2007. . . .	152	152	143	143	143	141	141	141	156	156	156	113	156	156	156	129	156	156	156	145	157	
2008. . . .	156	156	156	156	156	152	152	152	171	171	171	120	171	171	171	136	171	171	171	156	171	
2009. . . .	149	149	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	158	168	
2010. . . .	156	156	156	156	156	152	152	152	168	168	168	125	168	168	168	142	168	168	168	158	171	
2011. . . .	149	149	145	145	145	145	145	145	166	166	166	120	166	166	166	136	166	166	166	158	168	
2012. . . .	152	152	149	149	149	145	145	145	168	168	168	120	168	168	168	136	168	168	168	158	168	
2013. . . .	152	152	149	149	149	149	149	149	168	168	168	120	168	168	168	136	168	168	168	158	168	
2014. . . .	152	152	149	149	149	149	149	149	168	168	168	120	168	168	168	136	168	168	168	152	168	
2015. . . .	156	156	152	152	152	149	149	149	166	166	166	117	166	166	166	134	166	166	166	152	166	
2016. . . .	152	152	149	149	149	145	145	145	168	168	168	120	168	168	168	136	168	168	168	155	168	
2017. . . .	149	149	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	168	
2018. . . .	152	152	149	149	149	145	145	145	168	168	168	120	168	168	168	136	168	168	168	155	168	
2019. . . .	152	152	149	149	149	145	145	145	166	166	166	120	166	166	166	136	166	166	166	155	166	
2020. . . .	152	152	149	149	149	145	145	145	160	160	160	117	160	160	160	134	160	160	160	149	164	
2021. . . .	156	156	149	149	149	145	145	145	160	160	160	113	160	160	160	131	160	160	160	149	160	
2022. . . .	156	156	149	149	149	145	145	145	160	160	160	113	160	160	160	131	160	160	160	149	160	
2023. . . .	156	156	145	145	145	143	143	143	157	157	157	113	157	157	157	131	157	157	157	145	160	
2024. . . .	152	152	145	145	145	143	143	143	157	157	157	113	157	157	157	131	157	157	157	145	160	
2025. . . .	149	149	143	143	143	141	141	141	157	157	157	113	157	157	157	131	157	157	157	145	160	
2026. . . .	149	149	143	143	143	141	141	141	157	157	157	117	157	157	157	134	157	157	157	149	160	
2027. . . .	149	149	143	143	143	141	141	141	155	155	155	111	155	155	155	129	155	155	155	143	157	
2028. . . .	155	155	149	149	149	145	145	145	166	166	166	120	166	166	166	136	166	166	166	152	166	
2029. . . .	157	157	153	153	153	149	149	149	166	166	166	120	166	166	166	136	166	166	166	152	166	
2030. . . .	157	157	155	155	155	152	152	152	164	164	164	117	164	164	164	134	164	164	164	149	164	
2031. . . .	134	134	129	129	129	126	125	125	149	149	149	106	149	149	149	125	149	149	149	141	156	
2032. . . .	149	149	140	140	140	136	136	136	156	156	156	111	156	156	156	129	156	156	156	143	157	
2033. . . .	157	157	152	152	152	149	149	149	160	160	160	113	160	160	160	129	160	160	160	145	160	
2034. . . .	157	157	152	152	152	149	149	149	160	160	160	113	160	160	160	131	160	160	160	145	160	
2035. . . .	157	157	155	155	155	152	152	152	164	164	164	117	164	164	164	134	164	164	164	149	164	
2036. . . .	157	157	155	155	155	152	152	152	164	164	164	117	164	164	164	134	164	164	164	149	164	
2037. . . .	155	155	152	152	152	149	149	149	164	164	164	117	164	164	164	134	164	164	164	149	164	
2038. . . .	157	157	155	155	155	152	152	152	168	168	168	120	168	168	168	136	168	168	168	152	168	
2039. . . .	157	157	155	155	155	152	152	152	168	168	168	120	168	168	168	136	168	168	168	155	168	
2040. . . .	149	149	141	141	141	136	136	136	156	156	156	111	156	156	156	129	156	156	156	144	157	
2041. . . .	149	149	141	141	141	136	136	136	156	156	156	111	156	156	156	129	156	156	156	143	157	
2042. . . .	149	149	143	143	143	141	141	141	157	157	157	113	157	157	157	131	157	157	157	145	160	
2043. . . .	149	149	143	143	143	141	141	141	157	157	157	113	157	157	157	131	157	157	157	145	160	
2044. . . .	152	152	145	145	145	143	143	143	166	166	166	122	166	166	166	136	166	166	166	156	168	
2045. . . .	149	149	145	145	145	143	142	143	164	164	164	122	164	164	164	136	164	164	164	156	168	

AR - All Rail.
RWR - Rail, Water, Rail.

1801

Add to page 486 of Tariff:

SECTION 4A - Continued.

(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 95 of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																							
	A		B		C		D		E		F		G		H		J		K		L		M	
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 484 to 485 of tariff as amended, inclusive).																							
	AR	RAR	AR RAR	AR	RAR	AR RAR	AR	RAR	AR RAR	AR	RAR	AR RAR	AR RAR	AR	RAR	AR RAR	AR RAR	AR	RAR	AR RAR	AR RAR	AR	RAR	AR RAR	AR RAR
2046	149	149	143	143	143	141	141	141	164	164	164	120	164	164	164	136	164	164	164	164	155	166		
2047	149	149	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	164	152	166		
2048	152	152	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	164	152	164		
2049	152	152	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	164	152	164		
2050	152	152	145	145	145	143	143	143	164	164	164	117	164	164	164	134	164	164	164	164	152	166		
2051	155	155	152	152	152	149	149	149	166	166	166	117	166	166	166	134	166	166	166	166	152	166		
2052	149	149	145	145	145	143	143	143	164	164	164	125	164	164	164	136	164	164	164	164	155	166		
2053	149	149	145	145	145	143	143	143	164	164	164	122	164	164	164	136	164	164	164	164	155	166		
2054	149	149	143	143	143	141	141	141	164	164	164	122	164	164	164	141	164	164	164	164	155	166		
2055	149	149	143	143	143	141	141	141	164	164	164	125	164	164	164	141	164	164	164	164	156	171		
2056	145	145	143	143	143	141	141	141	160	160	160	125	160	160	160	141	160	160	160	160	156	171		
2057	141	141	134	134	134	131	131	131	152	152	152	113	152	152	152	131	152	152	152	152	149	164		
2058	143	143	134	134	134	131	131	131	155	155	155	113	155	155	155	134	155	155	155	155	149	164		
2059	134	134	129	129	129	125	125	125	149	149	149	113	149	149	149	125	149	149	149	149	141	155		
2060	143	143	134	134	134	131	131	131	155	155	155	117	155	155	155	134	155	155	155	155	152	166		
2061	143	143	136	136	136	134	134	134	155	155	155	117	155	155	155	136	155	155	155	155	152	166		
2062	145	145	136	136	136	134	134	134	157	157	157	117	157	157	157	136	157	157	157	157	152	166		
2063	149	149	141	141	141	136	136	136	160	160	160	120	160	160	160	136	160	160	160	160	152	166		
2064	140	140	129	129	129	129	129	129	149	149	149	106	149	149	149	122	149	149	149	136	152	164		
2065	143	143	134	134	134	131	131	131	155	155	155	117	155	155	155	134	155	155	155	152	164	166		
2066	143	143	136	136	136	134	134	134	155	155	155	117	155	155	155	136	155	155	155	152	166	166		
2067	149	149	145	145	145	143	143	143	166	166	166	120	166	166	166	136	166	166	166	155	166	166		
2068	155	155	152	152	152	149	149	149	171	171	171	120	171	171	171	136	171	171	171	155	166	171		
2069	152	152	149	149	149	145	145	145	168	168	168	120	168	168	168	136	168	168	168	155	166	171		
2070	149	149	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	166	171		
2071	143	143	129	129	129	118	118	118	131	131	131	101	131	131	131	120	131	131	131	136	152	157		
2072	152	152	143	143	143	141	141	141	155	155	156	111	155	155	155	129	155	155	155	145	157	171		
2073	155	155	152	152	152	149	149	149	171	171	171	120	171	171	171	136	171	171	171	156	171	171		
2074	145	145	143	143	143	141	141	141	164	164	164	120	164	164	164	136	164	164	164	155	166	171		
2075	149	149	143	143	143	141	141	141	164	164	164	120	164	164	164	136	164	164	164	155	166	171		
2076	155	155	152	152	152	152	152	152	171	171	171	120	171	171	171	136	171	171	171	155	166	171		
2077	146	145	143	143	143	141	141	141	164	164	164	120	164	164	164	136	164	164	164	155	166	171		
2078	149	149	143	143	143	141	141	141	164	164	164	120	164	164	164	136	164	164	164	155	166	171		
2079	155	155	152	152	152	149	149	149	171	171	171	120	171	171	171	136	171	171	171	155	166	171		
2080	152	152	145	145	145	143	143	143	166	166	166	120	166	166	166	136	166	166	166	155	166	171		
2081	155	155	149	149	149	145	145	145	166	166	166	120	166	166	166	136	166	166	166	155	166	171		
2082	156	155	149	149	149	145	145	145	164	164	164	117	164	164	164	134	164	164	164	149	164	166		
2083	157	157	152	152	152	149	149	149	166	166	166	120	166	166	166	136	166	166	166	152	166	166		
2084	157	157	152	152	152	149	149	149	160	160	160	113	160	160	160	129	160	160	160	145	160	160		
2085	155	155	152	152	152	149	149	149	168	168	168	120	168	168	168	136	168	168	168	152	168	168		
2086	155	155	149	149	149	145	145	145	168	168	168	120	168	168	168	136	168	168	168	155	166	168		
2087	156	155	149	149	149	145	145	145	166	166	166	120	166	166	166	136	166	166	166	155	166	168		
2088	157	157	152	152	152	149	149	149	160	160	160	113	160	160	160	131	160	160	160	145	160	160		
2089	155	155	155	155	155	152	152	152	171	171	171	[illegible]	171	171	171	136	171	171	171	152	171	171		
2090	152	152	149	149	149	145	145	145	164	164	164	120	164	164	164	136	164	164	164	152	164	164		
2091	155	155	152	152	152	149	149	149	164	164	164	113	164	164	164	131	164	164	164	145	164	164		
2092	155	155	152	152	152	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	166	166		
2093	152	152	145	145	145	149	149	149	164	164	164	120	164	164	164	136	164	164	164	155	166	166		
2094	152	152	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	166	166		
2095	152	152	145	145	145	143	143	143	160	160	160	120	160	160	160	136	160	160	160	152	166	166		
2096	156	156	149	149	149	145	145	145	164	164	164	120	164	164	164	136	164	164	164	152	166	166		
2097	156	156	152	152	152	149	149	149	164	164	164	120	164	164	164	136	164	164	164	152	166	166		
2098	143	143	134	134	134	131	131	131	155	155	155	117	155	155	155	134	155	155	155	152	166	166		
2099	145	145	136	136	136	134	134	134	155	155	155	117	155	155	155	136	155	155	155	152	166	166		

AR - All Rail.
RAR - Rail, Water, Rail.

ed to page 486 of Tariff:

SECTION 4A - Concluded
(For Application, see page 486 of Tariff, as amended)

From and To Northern Stations shown on pages 17 to 96 of tariff as amended, inclusive, taking Rate Basis Numbers under Heading Section 4A	To and From Southern Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking the following Rate Basis Letters under Heading Section 4A.																					
	A		B	C		D	E		F	G			H	J	K		L	M	N		O	P
	APPLY RATE BASIS NUMBERS (For Rates, see Section 4, pages 454 to 485 of Tariff as amended, inclusive).																					
	AR	RNR	AR RNR	AR	RNR	AR RNR	AR	RNR	AR RNR	AR	RNR	AR RNR	AR RNR	AR	RNR	AR RNR	AR RNR	AR	RNR	AR RNR	AR RNR
2100. . . .	134	134	129	129	129	126	126	126	149	149	149	101	149	149	149	120	149	149	149	136	149
2101. . . .	156	156	152	152	152	152	152	152	171	171	171	120	171	171	171	136	171	171	171	155	171
2102. . . .	156	156	152	152	152	149	149	149	168	168	168	120	168	168	168	136	168	168	168	152	168
2103. . . .	145	145	143	143	143	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	168
2104. . . .	156	156	156	156	156	152	152	152	171	171	171	120	171	171	171	136	171	171	171	155	171
2105. . . .	157	157	156	156	156	152	152	152	168	168	168	120	168	168	168	136	168	168	168	152	168
2106. . . .	155	155	149	152	152	149	149	149	171	171	171	120	171	171	171	136	171	171	171	155	171
2107. . . .	149	149	149	149	149	145	145	145	168	168	168	120	168	168	168	136	168	168	168	155	168
2108. . . .	155	155	149	149	149	145	145	145	164	164	164	120	164	164	164	136	164	164	164	152	168
2109. . . .	156	156	156	156	156	152	152	152	171	171	171	120	171	171	171	136	171	171	171	155	171
2110. . . .	155	155	149	149	149	145	145	145	160	160	160	117	160	160	160	134	160	160	160	149	164
2111. . . .	157	157	156	156	156	152	152	152	171	171	171	120	171	171	171	136	171	171	171	155	171
2112. . . .	152	152	145	145	145	143	143	143	160	160	160	117	160	160	160	134	160	160	160	152	164
2113. . . .	155	155	149	149	149	145	145	145	168	168	168	120	168	168	168	136	168	168	168	155	168
2114. . . .	152	152	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	168
2115. . . .	134	134	129	129	129	126	126	126	149	149	149	106	149	149	149	126	149	149	149	141	155
2116. . . .	152	152	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	168
2120. . . .	152	152	145	145	145	143	143	143	164	164	164	120	164	164	164	136	164	164	164	155	168
2121. . . .	142	142	136	136	136	133	133	133	153	153	153	121	155	155	153	136	153	153	153	154	167

AR - All Rail.
RNR - Rail, Water, Rail.

1803

Item No. 14750 Cancels Item No. 1475C.

ROUTING RESTRICTIONS
(Applicable only in connection with rates in Sections 1 and 1A)

Rates named in tariff will not apply via routes over which the distances exceed those shown in Col B below, opposite the corresponding rates shown in Column A, which is applicable on first class between points in question. (Note).

NOTE - In applying Maximum Circuity under this item the first class rate will be that obtained fro the use of the Rate Base Numbers shown in Section 1.

The provisions of this Item will not apply:

(a) The provisions of this item will not apply via routes shown in Items 1970, 2080, 2045, 20 2094, 2095, 2096 paragraph (b), 2140 and 2145 from and to the following points:

Memphis, Tenn.
Helena and West Helena, Ark.
Natchez and Vicksburg, Miss.
Baton Rouge, North Baton Rouge, New Orleans, Port Chalmette and Three Oaks, La.

Stations on the L&A Ry. North Maryland, La. (Station 465) to Shrewsbury, La. (Station 4 inclusive.

Stations on the L&N New Home Spur (Station 20) to Braithwaite, La. (Station 40), inclus

(b) From or to points in Kentucky, Virginia and North Carolina.

(c) From or to points in Tennessee, as follows:

1. Stations on the Southern Ry. between Bristol, Va.-Tenn., and Johnson City, Tenn., b inclusive, also Stations Click and Holston, Tenn.

2. Stations on the Southern Ry. between Bristol, Va.-Tenn., and Elizabethton, Tenn., b inclusive.

3. Stations on the Carolina, Clinchfield & Ohio Ry.

4. Stations on the East Tennessee and Western North Carolina R.R. between Johnson Cit Tenn., and Elizabethton, Tenn., both inclusive.

(d) In connection with shipments moving via or in connection with Federal Barge Lines, Missis Valley Barge Line, or in connection with joint rail-motor or joint rail-motor-water routes.

(e) - 1. To the extent routing is specified in Routing Guide, Agent W.S. Curlett's Tariff 118- I.C.C. A-547, Agent I.N. Doe's I.C.C. 332, Agent R.H. Hoke's I.C.C. 226, between points that are named t in-

A. For account of carriers parties thereto, except the L&N.

B. For account of the L&N on NORTHBOUND traffic and then only on cottonseed cake or m (including crushed or ground cake or screenings).

2. Except as otherwise provided in sub-paragraph 1 above, rates are subject to the provi sions of this item.

(File 40000-167, RA 9001S)

(f) In connection with shipments moving between the points indic Item No. 1978 when rou via the route specified in that Item.

Where, under the lawfully applicable transit tariffs on file with the Interstate Commerce Commissio it is provided that the rate from origin to destination or the rate from origin to transit point or the rate from transit point to destination, whichever is highest, shall be applied, such rates shall be sub- ject to the routing restrictions published herein in connection with and attaching to the first class ra from origin to destination, or from origin to transit point, or from transit point to destination whiche is highest, and the first class rate so used shall, for the purpose of this routing restriction, be deem the first-class rate from origin to destination. Authority of Interstate Commerce Commission Fourth Section Order No. 12783 of May 12, 1937.

(File M-17200, DA 9998)

On traffic via rail-water-rail via Virginia and South Atlantic Ports on the one hand and from, to o through North Atlantic Ports on the other, the following mileages will be observed in computing circuity

AND / BETWEEN	Boston and Providence	New York	Philadelphia	Baltimore
Norfolk . . . . . Va.	300	220	200	140
Richmond. . . . . Va.	. .	. .	200	. .
West Point. . . . . Va.	. .	. .	. .	140
Charleston. . . . . S.C.	475	395	375	315
Savannah. . . . . Ga.	475	395	375	315
Jacksonville. . . . . Fla.	500	420	400	340

For distances see R.H. Hoke's Freight Tariff No. 201-B, I.C.C. 651 and tariffs referred to in Item 1480 of Tariff as amended.

Departure from the terms of Rule 4 (k) of Tariff Circular No. 20, Interstate Commerce Commission, is authorized by opinion and order of the Commission in Fourth Section Application No. 13470.

Authority Interstate Commerce Commission Fourth Section Order No. 11200.

Authority Interstate Commerce Commission Fourth Section Order Nos. 12370 dated June 14, 1938, and 1 dated May 17, 1937.

The maximum distance via which a rate increased under the provisions of Tariff of Increased Rates o Charges No. I-148, Agent W.S. Curlett's I.C.C. No. A-742, MF-I.C.C. No. A-34, C.T.C. No. A-496, Agent I. Doe's I.C.C. No. 454, MF-I.C.C. No. 53, C.T.C. No. 380, Agent B.T. Jones' I.C.C. No. 3650, MF-I.C.C. No. C.T.C. No. 1801 and Agent R.H. Hoke's I.C.C. No. 765, MF-I.C.C. No. 229, supplements thereto or successi issues thereof, may be applied, is the maximum distance applicable to the rate disregarding the increase authorized in the Tariff of Increased Rates and Charges No. I-148, referred to above.

(Concluded on next page)

Item No. 14750 Cancels Item No. 14750. -(Concluded)

ROUTING RESTRICTIONS - Concluded
(Applicable only in connection with rates in Section 1 and 1A).

EXAMPLE.-Rate 99 cents, maximum distance via which such rate is applicable, 230 miles, increased rate under Tariff of Increased Rates and Charges referred to above, 84 cents, maximum distance via which such rate is applicable, 250 miles.

Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
89	230	114	380	140	580	165	780	190	1025	216	1275	240	1525	265	1775	290	2050	316	2300	341	2550	366	2800
90	230	116	380	141	580	166	780	191	1050	217	1300	241	1550	266	1800	292	2050	317	2300	342	2550	367	2825
91	240	117	380	142	600	167	800	193	1050	218	1300	242	1550	267	1800	293	2050	318	2325	343	2575	369	2825
92	240	118	400	143	600	168	800	194	1050	219	1325	243	1550	268	1825	294	2075	319	2325	344	2575	370	2850
94	240	119	400	144	600	169	825	195	1075	220	1325	244	1575	270	1825	295	2075	320	2350	345	2600	371	2850
96	260	120	420	145	620	171	825	196	1075	221	1350	245	1575	271	1850	296	2100	321	2350	347	2600	372	2850
96	260	121	420	146	620	172	850	197	1100	222	1350	246	1600	272	1850	297	2100	322	2350	348	2625	373	2875
97	260	122	440	147	640	173	850	198	1100	223	1350	248	1600	273	1850	298	2125	323	2375	349	2625	374	2875
98	280	123	440	149	640	174	850	199	1125	224	1375	249	1625	274	1875	299	2125	326	2375	350	2650	376	2900
99	280	124	440	150	660	175	875	200	1125	226	1375	250	1625	275	1875	300	2150	328	2400	351	2650	376	2900
100	280	125	460	151	660	176	875	201	1150	227	1400	251	1650	276	1900	301	2150	327	2400	352	2650	377	2925
101	300	127	460	152	680	177	900	202	1150	228	1400	252	1650	277	1900	303	2150	328	2425	353	2675	378	2925
102	300	128	480	153	680	178	900	204	1150	229	1425	253	1650	278	1925	304	2175	329	2425	354	2675	380	2950
103	300	129	480	154	680	179	925	205	1175	230	1425	254	1675	279	1925	306	2175	330	2450	355	2700	381	2950
104	320	130	500	156	700	180	925	206	1175	231	1450	256	1675	280	1950	306	2200	331	2450	356	2700	382	2960
106	320	131	500	156	700	182	950	207	1200	232	1450	256	1700	282	1950	307	2200	332	2450	358	2725	383	2975
107	320	132	520	157	720	183	950	208	1200	233	1450	257	1700	283	1950	308	2225	333	2475	359	2725	384	2975
108	340	133	520	158	720	184	950	209	1225	234	1475	259	1725	284	1975	309	2225	334	2475	360	2750	385	3000
109	340	134	520	160	740	185	975	210	1225	235	1475	260	1725	285	1975	310	2250	336	2500	361	2750	. .	. .
110	340	135	540	161	740	186	975	211	1250	236	1475	261	1750	286	2000	311	2250	337	2500	362	2775	. .	. .
111	360	136	540	162	760	187	1000	212	1250	237	1500	262	1750	287	2000	312	2250	338	2525	363	2775	. .	. .
112	360	138	560	163	760	188	1000	213	1250	238	1500	263	1750	288	2025	314	2275	339	2525	364	2775	. .	. .
113	380	139	560	164	780	189	1025	215	1275	239	1525	264	1775	289	2025	315	2275	340	2550	365	2800	. .	. .

Column A - First Class rates in cents per 100 pounds.

Column B - Miles.

Item No. 14800 Cancels Item No. 14808.

DISTANCE TABLES AND STATION LISTS OF PARTICIPATING CARRIERS
FOR USE IN CONNECTION WITH ITEM NO. 1475 OF TARIFF AS AMENDED

For distance tables in connection with points on the following railroads shown in this tariff, see the following Tariffs:

CARRIERS	Carrier No.	I.C.C. No.	CARRIERS	Carrier No.	I.C.C. No.
Alton	250-E	89	LAN	G.F.O. 18-C	A-15965
ATASF	6900-C	12714	MaC		C-4667
B&O	2350	23392	M-I	1-D	F-214
B&OCT		486	MP	§	§
BRonC	129-E	162	Mongh	G.F.D. 426	281
B&M		A-2660	Montour		89
CN-E	D-25		MStR		I
CP-E	CPE-2750-B	E-2509	MoeV		§
CofNJ		G-6033	MarP		§
CV		A-8234	NTC (E)		9227
C&O	2100-B	12837	NTC (E)	A-1458	NYC 16802
C&EI	3-A	40	NTC (W)	2801	LS-1536
C&IM	20-D	B-290	NYC (C)	21	(C)-8615
C&NW	G.F.D. 14260-D	11014	NTC (M)	G.F.D. 9530-A	MC-6196
C&O	G.F.D. 9000-C	19967	NTC (WS)	Cir. No. A-1238	WS-7040
C1&L	1150-E	4752	NYCAStL	G.F.D. 264-J	5978
C&IAP	33300	C-11924	NYNHAH		F-3050
C&WMR	79-D	159	NYOAW		9930
D&RGW	G.F.D. 1666	22030	NAW	G.F. 1-C	8872
D&TS	21-C	1116	P&I	G.F.O. 9000-C	C&O 19967
DT&I	1228-J	499	PRR	500-A	398
E&AE	106-C	2199	PM	5906	3761
Erie (E)	G.O. 2162-B	19095	P&LE	B-3240	2942
Erie (W)	665	A-5634	PCAY		162
FM		§	QC	1486	411
GA		78	Read		1110
GT (E)	D. 3-I	239	Rut		5550
GT (W)	528-C	A-2980	StJ&IC		53
GWA	9200	B-808	SLSF		11274
GC	13131-C	A-10441	SV		28
IC	34-E	7814	Sou		A-10500
IC(M)	365-F	6	SAL	1-G	57
IRR		942	ATFEW	62X	77
J&NL		55	UER		§
KAPA		59	Wab		6442
LAKE		A-6839	WPR	F.D.T. 3	5392
LV		C-8325	WAIE		1854
L&N	XXX-J	413	WRR		§

(File No. 306-167)

1 See Agent J. A. Peel's Tariff No. 4-D, I.C.C. No. 3339.
§ See NYNHAH.
I See Supplement
4 Reduction.

THE CHANGES IN RATES PUBLISHED HEREIN ARE INCREASES

Special Supplement No. ..... to
K. R. C. No. .....
P. S. C. - N. Y. No. .....
Ohio No. .....
Pa. P. U. C. No. .....
shown herein

Special Supplement No. ..... to
Vt. - P. S. C. No. .....
P. U. C. - N. J. No. .....
shown herein

Special Supplement No. ..... to
I. C. C. No. .....
MF - I. C. C. No. .....
C. T. C. No. .....
P. S. C. - W. Va. No. .....
shown herein

SUPPLEMENTS TO TARIFFS

W. S. CURLETT and I. N. DOE, Agents

TRUNK LINE TARIFF BUREAU

APPLYING IN CONNECTION WITH PARTICIPATING CARRIERS SHOWN IN TARIFFS AND SUPPLEMENTS THERETO

REVISED "TABLE OF RATES"

(CANCELS PRESENT "TABLE OF RATES")

ALSO REVISED NOTES INDICATED HEREIN

Number of This Supplement	TO										
	I.C.C. Nos.	M.F.-I.C.C. No.	Tariff Nos.	C.T.C. Nos.	K.R.C. Nos.	P.U.C.-N.J. Nos.	P.S.C.-N.Y. Nos.	Ohio Nos.	Pa. P.U.C. Nos.	Vt. P.S.C. Nos.	P.S.C.-W.Va. Nos.
②31	A-766	.....	60-A	A-511	A-13	.....	.....	.....	A-113	.....	.....
②38	A-755	.....	68-A	A-504	.....	.....	A-129	A-22	A-111	.....	A-76
②40	A-744	A-35	71-A	A-497	.....	.....	A-123	A-20	.....	A-20	.....
	①459	①54	.....	①391	.....	.....	①52	.....	.....	①33	.....
①7	A-819	.....	72-B	A-558	.....	A-26	A-138	A-26	.....	.....	.....

① I. N. DOE, Agent.

② Subject, except as otherwise provided herein, to tariff of Increased Rates and Charges No. X-148, Agent W. S. Curlett's I.C.C. No. A-742, MF-I.C.C. No. A-34, C.T.C. No. A-495, K.R.C. No. A-10, P.S.C.-N.Y. No. A- 122, Pa.P.U.C. No. A-105, Vt.-P.S.C. No. A-19, P.S.C.-W.Va. No. A-73 Agent I. N. Doe's I.C.C. No. 454, MF-I.C.C. No. 53, C.T.C. No. 389, P.S.C.-N.Y. No. 51, Vt.-P.S.C. No. 32, supplements thereto or successive issues thereof, except "additional charges" applying to or from stations on the B.&M.T. Co. See note below.

Note.—The operation of the provisions referring to this note as to rates or charges published in this supplement is suspended on the effective dates of such rates or charges (but not before May 15, 1943 as to rates or charges shown herein as reissued effective prior to May 15, 1943) until January 1, 1946, except as otherwise provided in Item No. R-148, and will become operative January 1, 1946.

The form of this publication is authorized by special permission of the Interstate Commerce Commission, No. 15583 of April 24, 1943, as amended.

③ Subject to Item No. X-148 or successive issues thereof.

ISSUED OCTOBER 25, 1945. **EFFECTIVE NOVEMBER 30, 1945.**

Issued in compliance with order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945 as amended.

The form of this publication is authorized by special permission of the Interstate Commerce Commission No. 26345 of September 17, 1945.

Authority Interstate Commerce Commission, Fourth Section Order No. 15410 of October 19, 1945.

I. N. DOE, Agent,
Room 524, South Station,
Boston 10, Mass.

(017721-F)

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Month | Day | Year

(Printed in U. S. A.)

(BLANKET SUPPLEMENT No. 4[illegible])

Issued by
W. S. CURLETT, Agent,
143 Liberty Street,
New York 6, N. Y.

(27,000)

BLANKET SUPPLEMENT NO. 424.

EXPLANATION OF COLUMNS A AND B REFERRED TO HEREIN

Applicable only where reference is made to Column A in Table of Rates Herein.

Column A - The rates named in Column A apply only where applicable rating is published in EXCEPTIONS TO OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Exceptions to Official Classification and to applicable rules and other provisions, except ratings, in Official Classification, EXCEPT that:

These rates will ALSO apply:

1. Where the applicable rating is published in Official Classification and the applicable carload minimum weight is published in the Exceptions to Official Classification.

2. In connection with provisions of I.C.C. Second Supplemental Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at class rates referred to therein, under ratings in Official Classification.

3. On export, import, forwarding, reforwarding, coastwise or intercoastal traffic where domestic rates apply on such traffic and rates are arrived at under ratings published in Official Classification.

Applicable only where reference is made to Column B in Table of Rates Herein.

Column B - The rates named in Column B apply only where applicable rating is published in OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Official Classification and to applicable rules and other provisions, except ratings, in Exceptions to Official Classification, EXCEPT that:

These rates will NOT apply:

1. Where the applicable rating is published in the Official Classification and the applicable carload minimum weight is published in the Exceptions to Official Classification. Column A rates apply.

2. In connection with provisions of I.C.C. Second Supplemental Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at class rates referred to therein. Column A rates apply.

3. On export, import, forwarding, rpforwarding, coastwise or intercoastal traffic.

EXPLANATION OF NOTES

Amend Tariffs, (Except I.C.C.No.A-766), as amended, to which this is a Supplement, as indicated below:

Change "Note" now shown against stations on the Castlemon River R.R. to read as follows:

Note - Apply Worth,Pa. (Niverton,Pa. Rate Basis) rates plus the following arbitraries in cents per 100 pounds (see Exception):

CLASSES (Footnote)

1 or 100	2,R25,3 or 87 to 70	R26, 4 or 66 to 50	5 or 47.5 to 30	6 or 29.5 to 16
95-1/2 16	94-1/2 15	93-1/4 13-1/2	92-1/4 12-1/2	91 11

Exception - From stations on the Castleman River R.R.

Class Rates provided herein will not apply on Forest Products including articles manufactured from Wood, as per List No. 27 in Agent W.S. Curlett's Exceptions to the Official Classification, Tariff No. 90-J, I.C.C. No. A-797, C.L. minimum weight 36,000 pounds, from stations on the Castleman River R.R.

The rate on Forest Products including articles manufactured from Wood will be the same as those published herein from Worth,Pa., (Niverton,Pa. Rate Basis), B.& O.R.R.

Departure from the terms of Rule 4 (1) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 164319 of October 25, 1937 and No. 6133 of December 9, 1941.

Amend I.C.C. No.A-744, as amended, as indicated below:

NOTE 5 - A - Except as provided in Paragraph B below, rates between stations on B.& O. (Index Nos. 3705A Strouds, W.Va. to 3705I Muddlety,W.Va.) and stations shown on pages 86 to 99 of Tariff, and as amended, will be made by adding to the Curtin,W.Va. (Richwood,W.Va. Rate Basis) rates, the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96-1/2 17	95-1/2 16	95 15-1/2	94-1/2 15	94 14-1/2

R26, 4 or 59.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2 13-3/4	93 13-1/4	92-1/2 12-3/4	92 12-1/4	91-1/2 11-3/4	91 11

B - FROM Stations on B.& O. (Index Nos. 3705A.Strouds,W.Va. to 3705I,Muddlety,W.Va.), rate on Forest Products including articles manufactured from Wood as per List No. 27 shown in Agent W.S.Curlett's Exceptions to the Official Classification Tariff No.90-J, I.C.C.No.A-797, C.L. minimum weight 36,000 pounds, will be the same as that published herein on Forest Products including articles manufactured from Wood from Allingdale,W.Va. (Richwood,W.Va. Rate Basis).

Departure from the terms of Rule 4(1) of Tariff Circular No.20 is authorized under permission of the Interstate Commerce Commission No.6133 of December 9,1941 and No.24821 of April 24,1945.

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9 Applicable only in connection with rates shown under Column A on pages 7 to 30.
10 Applicable only in connection with rates shown under Column B on pages 7 to 30.
FOOTNOTE - Includes letter suffixed Classes bearing same number, e.g., Classes 100K and 100P are subject to the same arbitraries as Classes 1 or 100.

EXPLANATION OF NOTES

Amend I.C.C. No. A-744, as amended, as indicated below:

NOTE 9 - Apply Curtin,W.Va. (Rate Basis Richwood,W.Va.) rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)					
1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96-1/2	95-1/2	95	94-1/2	94
17	16	15-1/2	15	14-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
13-3/4	13-1/4	12-3/4	12-1/4	11-3/4	11

NOTE 10 - Apply Curtin,W.Va. (Rate Basis Camden-on Gauley,W.Va.) rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)					
1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96-1/2	95-1/2	95	94-1/2	94
17	16	15-1/2	15	14-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
13-3/4	13-1/4	12-3/4	12-1/4	11-3/4	11

Amend I.C.C. No. A-755, as amended, as indicated below:

NOTE 5 - Except as provided in Exceptions A and B, rates between stations on B.& O. (Index Nos.3705-A Strouds, W.Va. to 3705-I Muddlety,W.Va.) and stations shown on pages 6 to 91 of tariff, and as amended, will be made by adding to the Curtin, W.Va. (Richwood,W.Va. Rate Basis) rates, the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)					
1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96-1/2	95-1/2	95	94-1/2	94
17	16	15-1/2	15	14-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
13-3/4	13-1/4	12-3/4	12-1/4	11-3/4	11

Exception A - Apply Rate Basis Numbers as shown below, between stations on B.& O. (Index Nos. 3705A Strouds,W.Va. to 3705I Muddlety,W.Va.) and stations on B.& O. (See Exception B).

BETWEEN Stations on B&O shown on pages 6 to 91, of Tariff, and as amended, taking Rate Basis	AND Stations on the B&O (Index Nos.3705A Strouds,W.Va. to 3705-I Muddlety,W.Va.) shown on pages 6 to 91 of Tariff and as amended. Apply Rate Basis Numbers (For rates see pages 676 to 690 of Tariff)
Barlow, W.Va.	6 79
Blue Creek, W.Va.	77
Camp, W.Va.	81
Charleston, W.Va.	79
Shelton, W.Va.	81
Turner, W.Va.	81

Exception B - FROM stations on the B&O (Index Nos.3705-A Strouds,W.Va. to 3705-I Muddlety,W.Va.) Except to stations on B&O taking Index Numbers 4095 to 4240,rate on Forest Products including articles manufactured from wood as per List No.27 shown in Agent W.S.Curtis's Exceptions to the Official Classification,Tariff No.90-J,I.C.C No.A-797,C.L.,minimum weight 36,000 pounds,will be the same as that published herein on Forest Products including Articles manufactured from Wood,from Allingdale,W.Va.,B&O. (Richwood,W.Va. Rate Basis).

Departure from the terms of Rule 4(1) of Tariff Circular No.20 is authorized under permission of the Interstate Commerce Commission No.6133,as amended,and No.24821 of April 24,1945.

* Applicable only in connection with rates shown under Column A on pages 7 to 30.
† Applicable only in connection with rates shown under Column B on pages 7 to 30.
FOOTNOTE - Includes letter suffixed Classes bearing same number, e.g., Classes 100E and 100F are subject to the same arbitraries as Classes 1 or 100.

EXPLANATION OF NOTES

Amend I.C.C. No. A-755, as amended, as indicated below:

NOTE 11 - Apply Curtin,W.Va. (Richwood,W.Va. Rate Basis) rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96-1/2	95-1/2	95	94-1/2	94
‡7	‡8	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

NOTE 12 - Apply Cowen,W.Va. (Camden-on-Gauley,W.Va. Rate Basis) rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96-1/2	95-1/2	95	94-1/2	94
‡7	‡8	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

Amend I.C.C. No. A-766, as amended, as indicated below:

NOTE 2 - Apply Carroll Street Station (Cincinnati),Ohio (Index No.10939), rates plus the following arbitraries (in cents per 100 pounds.)

CLASSES (Footnote)

	1, 2, 3, R26, 4 or 100 to 50	5, 6 or 47.5 to 16
Arbitraries	93-1/4	92-1/4
	‡3-1/2	‡2-1/2

NOTE 17. BASIS FOR RATES FROM STATIONS ON THE CASTLEMAN RIVER R.R.

Apply Cumberland (01),Md. rates except to stations in the following Rate Groups (See Exception):

Akron (01 to 028), Ohio
Ashtabula (01 to 035), Ohio
Canbridge (01 to 023), Ohio
Canton (01 to 031), Ohio
Chillicothe (01 to 029), Ohio
Cleveland (01 to 019), Ohio
Columbus (01 to 060), Ohio
Gallipolis (01 to 012), Ohio
Logan (01 to 029), Ohio
Mansfield (01 to 038), Ohio
Marion (01 to 023), Ohio
Midland City (01 to 06), Ohio
Newark (01 to 07), Ohio
Painesville (01 to 08), Ohio
Portsmouth (01 to 025), Ohio
Sandusky (01 to 053), Ohio
Uhrichsville (01 to 045), Ohio
Washington C.H. (01 to 015), Ohio
Youngstown (01 to 050), Ohio
Zanesville (01 to 023), Ohio

Apply Worth,Pa.,rates (Cumberland (041), Md. Rate Basis) plus the following arbitraries (See Exception):

CLASSES (Footnote)

1 or 100	2,R25,3 or 87 to 70	R26, 4 or 65 to 50	5 or 47.5 to 30	6 or 29.5 to 16
96-1/2	94-1/2	93-1/4	92-1/4	91
‡6	‡5	‡3-1/2	‡2-1/2	‡1

Exception - Rates on Forest Products including articles manufactured from wood as per List No. 27 shown in Agent Curlett's Exceptions to Official Classification, Tariff No.90-J,I.C.C.No.A-797,C.T.C.No.A-637, C.L. minimum weight 36,000 pounds, will be the same as those published herein on Forest Products including articles manufactured from wood from Worth,Pa. (Cumberland (041), Md. Rate Basis) to all stations shown on pages 88 to 147 of Tariff, as amended.

Departure from the terms of Rule 4(1) of Tariff Circular No.20 is authorized under permission of the Interstate Commerce Commission No. 164319 of October 25, 1937.

? Applicable only in connection with rates shown under Column A on pages 7 to 30.
! Applicable only in connection with rates shown under Column B on pages 7 to 30.
FOOTNOTE - Includes letter suffixed Classes bearing same number, e.g., Classes 100K and 100P are subject to the same arbitraries as Classes 1 or 100.

EXPLANATION OF NOTES

? Amend I.C.C. No. A-766, as amended, as indicated below:

NOTE 29 - A - Except as provided in Paragraph B, rates from stations on B.& O.(Index Nos. 3705-A Strouds, W.Va. to 3705-I Muddlety, W.Va.) to stations shown on pages 83 to 147 of Tariff, and as amended, will be made by adding to the Curtin, W.Va. (Richwood (G1),W.Va. Rate Basis) the following arbitraries in cents per 100 Pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 86	80 to 73.5	3, R25 or 72 to 70	65 to 60
?6-1/2	?5-1/2	?5	?4-1/2	?4
‡7	‡6	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
?3-1/2	?3	?2-1/2	?2	?1-1/2	?1
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

B - FROM stations on B.& O. (Index Nos. 3705-A Strouds, W.Va. to 3705-I Muddlety, W.Va.) rates on Forest Products including articles manufactured from wood as per List No. 27 shown in Agent Curlett's Exceptions to the Official Classification Tariff No. 90-J, I.C.C. No. A-797, C.T.C. No. A-637, C.L. minimum weight 36,000 pounds, will be the same as that published herein on Forest Products including articles manufactured from wood from Allingdale,W.Va. B.& O. (Richwood (G1), W.Va. Rate Basis).

Departure from the terms of Rule 4(1) of Tariff Circular No.20 is authorized under permission of the Interstate Commerce Commission Nos.164319 of October 26,1937,as amended and 24821 of April 24,1945.

NOTE 30 - Apply Curtin,W.Va. (Richwood (G1),W.Va. Rate Basis) rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 86	80 to 73.5	3, R25 or 72 to 70	65 to 60
?6-1/2	?5-1/2	?5	?4-1/2	?4
‡7	‡6	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
?3-1/2	?3	?2-1/2	?2	?1-1/2	?1
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

NOTE 31 - Apply Cowen,W.Va. (Richwood (G8),W.Va. Rate Basis) rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 86	80 to 73.5	3, R25 or 72 to 70	65 to 60
?6-1/2	?5-1/2	?5	?4-1/2	?4
‡7	‡6	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
?3-1/2	?3	?2-1/2	?2	?1-1/2	?1
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

? Applicable only in connection with rates shown under Column A on pages 7 to 30.
‡ Applicable only in connection with rates shown under Column B on pages 7 to 30.
FOOTNOTE - Includes letter suffixed Classes bearing same number, e.g., Classes 100K and 100P are subject to the same arbitraries as Classes 1 or 100 to 86.

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EXPLANATION OF NOTES

Amend I.C.C. No. A-819, as amended, as indicated below:

NOTE 14 - A - Except as provided in Paragraph B, rates between stations on the B&O (Index Nos.3705-A Strouds,W.Va. to 3705-I Muddlety,W.Va.)and stations shown on pages 7 to 99 of Tariff, and as amended, will be made by adding to the Curtin,W.Va., rates the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
98-1/2	95-1/2	95	94-1/2	94
‡7	‡6	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

B - From stations on the B&O (Index Nos. 3705-A Strouds,W.Va. to 3705-I Muddlety,W.Va.)rate on Forest Products including articles manufactured from Wood, as per List No. 27 shown in Agent W.S. Curlett's Exceptions to the Official Classification, Tariff No. 90-J, I.C.C. No. A-797, C.L. minimum weight 36,000 pounds,will be the same as that published herein on Forest Products including articles manufactured from Wood from Allingdale,W.Va., B&O (Curtin,W.Va., Rate Basis).

Departure from the terms of Rule 4(1) of Tariff Circular No.20 is authorized under permission of the Interstate Commerce Commission Nos.164319 of October 25,1937,as amended and 24821 of April 24,1945. (GRD)

NOTE 19 - Apply Curtin,W.Va., rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
98-1/2	95-1/2	95	94-1/2	94
‡7	‡6	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

NOTE 20 - Apply Cowen,W.Va., rates plus the following arbitraries in cents per 100 pounds.

CLASSES (Footnote)

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
98-1/2	95-1/2	95	94-1/2	94
‡7	‡6	‡5-1/2	‡5	‡4-1/2

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93-1/2	93	92-1/2	92	91-1/2	91
‡3-3/4	‡3-1/4	‡2-3/4	‡2-1/4	‡1-3/4	‡1

? Applicable only in connection with rates shown under Column A on pages 7 to 30.
‡ Applicable only in connection with rates shown under Column B on pages 7 to 30.
FOOTNOTE - Includes letter suffixed Classes bearing same number, e.g., Classes 100K and 100P are subject to the same arbitraries as Classes 1 or 100.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																
	1 or 100		100K	87	2 or 85		85K	80	77.5		75		73.5	72	3 RZS or 70		7
	COLUMN																
	A	B	A	A	A	B	A	A	A	B	A	B	A	A	A	B	
33.	33	36	32	29	28	31	27	26	26	28	25	27	24	24	23	25	2
34.	34	37	33	30	29	31	27	27	26	29	26	28	25	24	24	26	2
35.	35	39	34	30	30	33	28	28	27	30	26	29	26	25	25	27	2
36.	36	40	35	31	31	34	29	29	28	31	27	30	26	26	25	28	2
37.	37	41	36	32	31	35	30	30	29	32	28	31	27	27	26	29	2
39.	39	43	37	34	33	37	32	31	30	33	29	32	29	28	27	30	3
40.	40	44	38	35	34	37	33	32	31	34	30	33	29	29	28	31	3
41.	41	45	39	36	35	38	33	33	32	35	31	34	30	30	29	32	3
42.	42	46	40	37	36	39	34	34	33	36	32	35	31	30	29	32	3
43.	43	47	41	37	37	40	35	34	33	36	32	35	32	31	30	33	3
44.	44	48	42	38	37	41	36	35	34	37	33	36	32	32	31	34	3
44A	44	48	42	38	37	41	36	35	34	37	33	36	32	32	31	34	3
45.	45	50	43	39	38	43	37	36	35	39	34	38	33	33	32	36	3
46.	46	51	44	40	39	43	38	37	36	40	35	38	34	33	32	36	3
46A	46	51	44	40	39	43	38	37	36	40	35	38	34	33	32	36	3
47.	47	52	45	41	40	44	39	38	36	40	35	39	35	34	33	36	3
47A	47	52	45	41	40	44	39	38	36	40	35	39	35	34	33	36	3
48.	48	53	46	42	41	45	39	38	37	41	36	40	35	35	34	37	3
50.	50	55	47	44	43	47	40	40	39	43	38	41	37	36	35	39	3
50A	50	55	47	44	43	47	40	40	39	43	38	41	37	36	35	39	3
51.	51	56	48	44	43	48	41	41	40	43	38	42	37	37	36	39	3
51A	51	56	48	44	43	48	41	41	40	43	38	42	37	37	36	39	3
52.	52	57	49	45	44	48	42	42	40	44	39	43	38	37	36	40	3
53.	53	58	50	46	45	49	43	42	41	45	40	44	39	38	37	41	3
53A	53	58	50	46	45	49	43	42	41	45	40	44	39	38	37	41	3
54.	54	59	51	47	46	50	44	43	42	46	41	44	40	39	38	41	3
54A	54	59	51	47	46	50	44	43	42	46	41	44	40	39	38	41	3
55.	55	61	53	48	47	52	46	44	43	47	41	46	40	40	39	43	3
56.	56	62	54	49	48	53	46	45	43	48	42	47	41	40	39	43	3
57.	57	63	55	50	48	54	46	46	44	49	43	47	42	41	40	44	3
58.	58	64	56	50	49	54	47	46	45	50	44	48	43	42	41	45	3
59.	59	65	57	51	50	55	48	47	46	50	44	48	43	42	41	46	4
61.	61	67	58	53	52	57	49	49	47	52	46	50	45	44	43	47	4
62.	62	68	59	54	53	58	50	50	48	53	47	51	46	45	43	48	4
63.	63	69	60	55	54	59	50	50	49	53	47	52	46	45	44	48	4
64.	64	70	61	56	54	60	51	51	50	54	48	53	47	46	45	49	4
65.	65	72	62	57	55	61	53	52	50	56	48	54	48	47	46	50	4
66.	66	73	63	57	56	62	54	53	51	57	50	55	49	48	46	51	4
67.	67	74	64	58	57	63	55	54	52	57	50	56	49	48	47	52	4
68.	68	75	65	59	58	64	56	54	53	58	51	56	50	49	48	53	4
69.	69	76	66	60	59	65	57	55	53	59	52	57	51	50	48	53	4
70.	70	77	67	61	60	65	57	56	54	60	53	58	51	50	49	54	4
72.	72	79	68	63	61	67	58	58	56	61	54	59	53	52	50	55	4
73.	73	80	69	64	62	68	59	58	57	62	56	60	54	53	51	56	4
74.	74	81	70	64	63	69	60	59	57	63	56	61	54	53	52	57	4
75.	75	83	71	65	64	71	61	60	58	64	56	62	55	54	53	58	5
76.	76	84	72	66	65	71	62	61	59	65	57	63	56	55	53	59	5
77.	77	85	74	67	65	72	63	62	60	66	58	64	57	55	54	60	5
78.	78	86	75	68	66	73	63	62	60	67	59	65	57	56	55	60	5
79.	79	87	76	69	67	74	64	63	61	67	59	65	58	57	55	61	5
80.	80	88	77	70	68	76	65	64	62	68	60	66	59	58	56	62	5
84.	81	89	78	70	69	76	66	65	63	69	61	67	60	58	57	63	5
83.	83	91	79	72	71	77	67	66	64	71	62	68	61	60	58	64	5
84.	84	92	80	73	71	78	68	67	65	71	63	69	62	60	59	64	5
85.	85	94	81	74	72	80	68	68	66	73	64	71	62	61	60	66	5
86.	86	95	82	75	73	81	69	69	67	74	65	71	63	62	60	67	5
87.	87	96	83	76	74	82	70	70	67	74	65	72	64	63	61	67	5
88.	88	97	84	77	75	82	71	70	68	75	66	73	65	63	62	68	5
89.	89	98	85	77	76	83	72	71	69	76	67	74	65	64	62	69	5
90.	90	99	86	78	77	84	74	72	70	77	68	74	66	65	63	69	6

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

"Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																			
	65	63	63E	62K	60	60E	60K	57.5	57	55 or 55		55J	55K	52	50 or 50		50J
	COLUMN																			
	A	B	A	A	A	A	B	A	A	A	A	B	A	B	A	A	A	A	B	A
33.	21	22	21	26½	20	20	22	25½	19	19	19	21	18	20	17	18	17	17	18	16
34.	22	24	21	26½	20	20	22	25½	20	20	19	21	19	20	17	18	18	17	19	16
35.	23	25	22	27½	21	21	23	26½	20	20	20	22	19	21	18	19	18	18	20	16
36.	23	26	23	28½	21	22	24	27½	21	21	21	23	20	22	18	19	19	18	20	17
37.	24	27	23	28½	22	22	25	27½	21	21	21	23	20	23	19	20	19	19	21	17
39.	25	28	25	30½	23	23	26	28½	22	22	22	25	21	24	19	20	20	20	22	18
40.	26	29	25	30½	23	24	26	29½	23	23	23	25	22	24	20	21	21	20	22	18
41.	27	29	26	31½	24	25	27	30½	23	24	23	26	23	25	20	21	21	21	23	19
42.	27	30	26	31½	25	25	28	30½	24	24	24	26	23	25	21	22	22	21	23	19
43.	28	31	27	32½	25	26	28	31½	24	25	25	27	24	26	21	22	22	22	24	20
44.	29	31	28	33½	26	26	29	31½	25	25	25	27	24	26	22	23	23	22	24	20
44A	29	31	28	33½	26	26	29	31½	25	25	25	27	24	26	22	23	23	22	24	20
45.	29	33	28	33½	26	27	30	32½	26	26	26	29	25	28	23	24	23	23	25	21
46.	30	33	29	34½	27	28	31	33½	26	26	26	29	25	28	23	24	24	23	26	21
46A	30	33	29	34½	27	28	31	33½	26	26	26	29	25	28	23	24	24	23	26	21
47.	31	34	30	35½	28	28	31	33½	27	27	27	30	26	29	24	25	24	24	26	22
47A	31	34	30	35½	28	28	31	33½	27	27	27	30	26	29	24	25	24	24	26	22
48.	31	34	30	35½	28	29	32	34½	27	28	27	30	26	29	24	25	25	24	27	22
50.	33	36	32	37½	29	30	33	35½	28	29	29	31	28	30	25	26	26	25	28	23
50A	33	36	32	37½	29	30	33	35½	28	29	29	31	28	30	25	26	26	25	28	23
51.	33	36	32	37½	30	31	34	36½	29	29	29	32	28	31	25	26	27	26	28	23
51A	33	36	32	37½	30	31	34	36½	29	29	29	32	28	31	25	26	27	26	28	23
52.	34	37	33	38½	30	31	34	36½	29	30	30	32	29	31	26	27	27	26	29	24
53.	34	38	33	38½	32	32	35	37½	30	30	30	33	29	32	26	27	28	27	29	24
53A	34	38	33	38½	32	32	35	37½	30	30	30	33	29	32	26	27	28	27	29	24
54.	35	38	34	39½	32	32	35	37½	30	31	31	34	30	32	27	28	28	27	30	25
54A	35	38	34	39½	32	32	35	37½	30	31	31	34	30	32	27	28	28	27	30	25
55.	36	40	35	40½	33	33	37	38½	32	32	31	35	30	34	28	29	29	28	31	25
56.	36	40	35	40½	34	34	37	39½	33	32	32	35	31	34	28	29	29	28	31	28
57.	37	41	36	41½	34	34	38	39½	33	33	32	36	31	35	29	30	30	29	32	28
58.	38	42	37	42½	35	35	38	40½	34	33	33	36	32	35	29	30	30	29	32	27
59.	38	42	37	42½	35	36	39	40½	34	34	34	37	32	36	30	32	31	30	33	27
61.	40	44	38	43½	36	37	40	42½	35	35	35	38	34	37	30	32	32	31	34	28
62.	40	44	39	44½	37	37	41	42½	36	36	35	39	34	37	31	33	32	31	34	28
63.	41	45	40	45½	37	38	41	43½	36	36	36	39	35	38	31	33	33	32	35	29
64.	42	46	40	45½	38	38	42	43½	37	37	36	40	35	39	32	34	33	32	35	29
65.	42	47	41	46½	39	39	43	44½	37	37	37	41	36	40	32	34	34	33	36	30
66.	43	47	42	47½	39	40	44	45½	38	38	38	42	36	40	33	35	34	33	37	30
67.	44	48	42	47½	40	40	44	45½	39	39	38	42	37	41	34	35	35	34	37	31
68.	44	49	43	48½	40	41	45	46½	39	39	39	43	37	41	34	36	35	34	38	31
69.	45	49	43	48½	41	41	46	46½	40	40	39	43	38	42	35	37	36	35	38	32
70.	46	50	44	49½	42	42	46	47½	40	40	40	44	39	42	35	37	36	35	39	32
72.	47	51	45	50½	42	43	47	48½	41	41	41	45	40	43	36	38	37	36	40	33
73.	47	52	46	51½	43	44	48	49½	42	42	42	46	40	44	36	38	38	37	40	33
74.	48	53	47	52½	44	44	49	49½	43	43	43	46	41	45	37	39	38	37	41	34
75.	49	54	47	52½	44	45	50	50½	43	43	43	47	41	46	37	39	39	38	42	34
76.	49	56	48	53½	45	46	50	51½	43	44	43	48	42	46	38	40	40	38	42	35
77.	50	56	49	54½	45	46	51	51½	44	44	44	48	42	47	39	41	40	39	43	35
78.	51	56	49	54½	46	47	52	52½	45	45	44	49	43	47	39	41	41	39	43	36
79.	51	57	50	55½	47	47	52	52½	45	45	45	50	43	48	40	42	41	40	44	36
80.	52	57	50	55½	47	48	53	53½	46	46	46	50	44	48	40	42	42	40	44	37
81.	53	58	51	56½	48	49	53	54½	46	47	46	51	45	49	41	43	42	41	45	37
82.	54	59	52	57½	49	50	55	55½	47	48	47	52	46	50	41	43	43	42	46	38
84.	55	60	53	58½	49	50	55	55½	48	48	48	52	46	51	42	44	44	42	46	38
85.	55	61	54	59½	50	51	56	56½	48	49	48	54	47	52	42	44	44	43	47	39
86.	56	62	54	59½	50	52	57	57½	49	49	49	54	47	52	43	45	45	43	48	39
87.	57	62	55	60½	51	52	58	57½	49	50	50	55	48	53	43	45	45	44	48	40
88.	58	63	55	60½	52	53	58	58½	50	51	50	55	48	53	44	46	46	44	49	40
89.	58	64	56	61½	52	53	59	58½	51	51	51	56	49	54	45	47	46	45	49	41
90.	59	64	57	62½	54	54	59	59½	51	52	51	56	50	54	46	47	47	45	50	41

For Explanation of Column A and Column B see page [illegible] herein.

BLANKET SUPPLEMENT NO. 624

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																	
	50K	47.5	47.5 K	47K	45		45K	45S	44	42.5	42.5 K	40		40J	40K	40L	37.5	
	COLUMN																	
	A	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	B
33.	16	16	15	15	15	16	15	17	15	14	14	13	14	14	13	12	12	14
34.	17	16	16	16	15	17	15	17	15	14	14	14	15	14	13	12	13	14
35.	17	17	16	16	16	18	15	17	15	15	15	14	16	14	14	13	13	15
36.	18	17	17	17	16	18	16	18	16	15	15	14	16	15	14	13	14	15
37.	18	18	17	17	17	18	16	18	16	16	15	15	16	15	15	14	14	15
39.	19	19	18	17	18	19	17	19	17	17	16	16	17	16	15	14	15	16
40.	19	19	18	18	18	20	17	19	18	17	16	16	18	16	15	14	15	17
41.	20	19	19	18	18	20	18	20	18	17	17	16	18	17	16	15	15	17
42.	20	20	19	19	19	21	18	20	18	18	17	17	18	17	16	15	16	17
43.	21	20	20	19	19	21	19	21	19	18	18	17	19	18	17	16	16	18
44.	21	21	20	20	20	22	19	21	19	19	18	18	19	18	17	16	17	18
44A	21	21	20	20	20	22	19	21	19	19	18	18	19	18	17	16	17	18
45.	22	21	20	20	20	23	19	21	20	19	18	18	20	18	17	16	17	19
46.	22	22	21	21	21	23	20	22	20	20	19	18	20	19	18	17	17	19
46A	22	22	21	21	21	23	20	22	20	20	19	18	20	19	18	17	17	19
47.	23	22	21	21	21	23	20	22	21	20	19	19	21	19	18	17	18	20
47A	23	22	21	21	21	23	20	22	21	20	19	19	21	19	18	17	18	20
48.	23	23	22	22	22	24	21	23	21	20	20	19	21	20	19	18	18	20
50.	24	24	22	22	23	25	21	23	22	21	20	20	22	20	19	18	19	21
50A	24	24	22	22	23	25	21	23	22	21	20	20	22	20	19	18	19	21
51.	24	24	23	23	23	25	22	24	22	22	21	20	22	21	19	18	19	21
51A	24	24	23	23	23	25	22	24	22	22	21	20	22	21	19	18	19	21
52.	25	25	23	23	23	26	22	24	23	22	21	21	23	21	20	19	20	21
53.	25	25	24	24	24	26	23	25	23	23	21	21	23	22	20	19	20	22
53A	25	25	24	24	24	26	23	25	23	23	21	21	23	22	20	19	20	22
54.	26	26	24	24	24	27	23	25	24	23	22	22	24	22	21	20	20	22
54A	26	26	24	24	24	27	23	25	24	23	22	22	24	22	21	20	20	22
55.	26	26	25	25	25	27	24	26	24	23	22	22	24	23	21	20	21	23
56.	27	27	25	25	25	28	24	26	25	24	23	22	25	23	21	20	21	23
57.	27	27	26	25	26	28	24	26	25	24	23	23	25	23	22	21	21	24
58.	28	28	26	26	26	29	25	27	26	25	24	23	26	24	22	[illegible]	22	24
59.	28	28	27	26	27	29	25	27	26	25	24	24	26	24	23	[illegible]	22	24
61.	29	29	27	27	27	30	26	28	27	26	24	[illegible]	27	25	23	22	23	25
62.	29	29	28	27	28	31	26	28	27	26	25	[illegible]	27	25	23	22	23	25
63.	30	30	28	28	28	31	27	29	28	27	26	[illegible]	28	26	24	23	24	26
64.	30	30	29	28	29	32	27	29	28	27	26	26	28	26	24	23	24	26
65.	32	31	29	29	29	32	28	30	29	28	26	26	29	27	25	24	24	27
66.	32	31	30	29	30	33	28	30	29	28	27	26	29	27	25	24	25	27
67.	33	32	30	30	30	33	28	30	29	28	27	27	30	27	25	24	25	28
68.	33	32	30	30	31	34	29	31	30	29	27	27	30	28	26	25	26	28
69.	34	33	32	32	31	34	29	31	30	29	28	28	30	28	26	26	26	29
70.	34	33	32	32	32	35	30	32	31	30	28	28	31	29	27	26	26	29
72.	35	34	33	33	32	36	30	32	32	31	29	29	32	29	27	26	27	30
73.	36	35	33	33	33	36	32	34	32	31	29	29	32	30	27	26	27	30
74.	36	35	34	33	33	36	32	34	33	31	29	30	32	30	28	27	28	30
75.	36	36	34	34	34	37	33	35	33	32	30	30	33	31	28	27	28	31
76.	37	36	35	34	34	38	33	35	33	32	30	30	34	31	29	28	29	32
77.	37	37	35	35	35	38	34	36	34	33	32	31	34	32	29	28	29	32
78.	38	37	36	35	35	39	34	36	34	33	32	31	34	32	29	28	29	32
79.	38	38	36	36	36	39	34	36	35	34	33	32	35	32	30	29	30	33
80.	39	38	37	36	36	40	35	37	36	34	33	32	35	33	30	29	30	33
81.	39	38	37	37	36	40	35	37	36	34	33	32	36	33	30	30	30	34
83.	40	39	38	37	37	41	36	38	37	35	34	33	36	34	32	30	31	34
84.	40	40	38	38	38	41	36	38	37	36	34	34	37	34	32	30	32	35
85.	41	40	39	38	38	42	37	39	37	36	35	34	38	35	33	31	32	35
86.	41	41	39	39	39	43	37	39	38	37	36	34	38	36	33	31	32	36
87.	42	41	40	39	39	43	38	40	38	37	36	35	38	36	34	32	33	36
88.	42	42	40	40	40	44	38	40	39	37	36	35	39	36	34	32	33	36
89.	43	42	40	40	40	44	38	40	39	38	36	36	39	36	34	32	33	37
90.	43	43	41	41	41	45	39	41	40	38	37	36	40	37	35	33	34	37

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

d "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(in Cents Per 100 Pounds)

CLASSES																						
37.5 K	37.5 L	37.5 M	37.	36.5	36	5 or 35		35K	35L	32.5		32.5 J	32.5 K	32	32B	30		29.5	29	6 or 27.5	
COLUMN																					
A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	B	A	A	A	B
12	12	12	12	12	12	12	13	12	11	11	12	10	11	11	11	10	11	10	10	9	10
13	12	13	13	12	12	12	13	12	11	11	12	10	11	11	11	10	11	10	10	9	10
13	12	13	13	13	13	12	14	12	11	11	13	10	11	11	11	11	12	10	10	10	11
13	13	13	13	13	13	13	14	13	12	12	13	11	12	12	12	11	12	11	10	10	11
14	13	14	14	14	13	13	14	13	12	12	13	11	12	12	12	12	11	12	11	10	11
14	13	14	14	14	14	14	15	13	12	13	14	11	12	12	12	12	13	12	11	11	12
15	14	15	15	15	14	14	15	14	13	13	14	12	13	13	13	12	13	12	12	11	12
15	14	15	15	15	15	14	16	14	13	13	15	12	13	13	13	12	14	12	12	11	12
15	14	15	16	15	15	15	16	14	13	14	15	12	13	13	13	13	14	12	12	12	13
16	15	16	16	16	15	15	16	15	14	14	15	13	14	14	13	13	14	13	12	12	13
16	15	16	16	16	16	15	17	15	14	14	16	13	14	14	14	13	14	13	13	12	13
16	16	16	16	16	16	15	17	15	14	14	16	13	14	14	14	13	14	13	13	12	13
16	15	16	17	16	16	16	18	15	14	15	16	13	14	14	14	14	15	13	13	12	14
17	16	17	17	17	17	16	18	16	15	15	17	14	15	15	14	14	15	14	13	13	14
17	16	17	17	17	17	16	18	16	15	15	17	14	15	15	14	14	15	14	13	13	14
17	16	17	17	17	17	16	18	16	15	15	17	14	15	15	15	14	16	14	14	13	14
17	17	17	17	17	17	16	18	16	15	15	17	14	15	15	15	14	16	14	14	13	14
18	17	18	18	18	17	17	19	16	15	16	17	14	15	15	15	14	16	14	14	13	15
18	17	18	19	18	18	18	19	17	16	16	18	15	16	16	15	15	17	15	15	14	15
18	17	18	19	18	18	18	19	17	16	16	18	15	16	16	15	15	17	15	15	14	15
18	17	18	19	19	18	18	20	17	16	17	18	15	16	16	16	15	17	15	15	14	15
19	17	18	19	19	18	18	20	17	16	17	18	15	16	16	16	15	17	15	15	14	15
19	18	19	19	19	19	18	20	17	16	17	19	15	16	17	16	16	17	15	15	14	16
19	18	19	20	19	19	19	20	18	17	17	19	16	17	17	16	16	17	16	15	15	16
19	18	19	20	19	19	19	20	18	17	17	19	16	17	17	16	16	17	16	15	15	16
19	18	20	20	20	19	19	21	18	17	18	19	16	17	17	17	16	18	16	16	15	16
19	18	20	20	20	19	19	21	18	17	18	19	16	17	17	17	16	18	16	16	15	16
20	19	20	20	20	20	19	21	19	18	18	20	16	17	18	17	17	18	16	16	15	17
20	19	20	21	20	20	20	22	19	18	18	20	17	18	18	17	17	19	17	16	15	17
21	20	21	21	21	21	20	22	19	18	19	20	17	18	18	18	17	19	17	17	16	17
21	20	21	21	21	21	20	22	20	19	19	21	17	18	19	18	17	19	17	17	16	18
21	20	22	22	22	21	21	23	20	19	19	21	18	19	19	18	18	20	17	17	16	18
22	21	22	23	22	22	21	23	20	19	20	22	18	19	20	19	18	20	18	18	17	18
22	21	22	23	23	22	22	24	21	20	20	22	18	19	20	19	19	20	18	18	17	19
22	21	23	23	23	23	22	24	21	20	20	22	19	20	20	19	19	21	19	18	17	19
23	22	23	24	23	23	22	25	21	20	21	23	19	20	20	20	19	21	19	19	18	19
23	22	24	24	24	23	23	25	22	21	21	23	19	20	21	20	20	22	19	19	18	20
24	23	24	24	24	24	23	25	22	21	21	24	20	21	21	20	20	22	19	19	18	20
24	23	24	25	24	24	23	26	22	21	22	24	20	21	21	21	20	22	20	19	18	20
24	23	25	25	25	24	24	26	23	22	22	24	20	21	22	21	20	23	20	20	19	21
25	24	25	26	25	25	24	27	23	22	22	25	20	21	22	21	21	23	20	20	19	21
25	24	26	26	26	25	25	27	23	22	23	25	21	22	22	21	21	23	21	20	19	21
25	24	26	27	26	26	25	28	24	23	23	26	21	22	23	22	22	24	21	21	20	22
26	25	26	27	27	26	26	28	24	23	24	26	21	22	23	22	22	24	22	21	20	22
26	25	27	27	27	27	26	28	24	23	24	26	22	23	24	22	23	24	22	21	20	22
27	26	27	28	27	27	26	29	25	24	24	27	22	23	24	23	23	25	22	22	21	23
27	26	28	28	28	27	27	29	26	24	25	27	22	23	24	23	23	25	22	22	21	23
27	26	28	28	28	28	27	30	26	25	25	28	23	24	25	23	23	26	23	23	21	23
28	27	28	29	28	28	27	30	26	25	25	28	23	24	25	24	23	26	23	23	21	24
28	27	29	29	29	28	28	30	26	25	26	28	23	24	25	24	24	26	23	23	22	24
28	27	29	30	29	29	28	31	27	26	26	29	24	25	26	24	24	26	24	23	22	24
29	28	30	30	30	29	28	31	27	26	26	29	24	25	26	25	24	27	24	23	22	24
29	28	30	31	30	30	29	32	27	26	27	30	24	25	27	25	25	27	24	24	23	25
29	29	30	31	31	30	29	32	28	27	27	30	25	26	27	25	25	28	25	24	23	25
30	29	31	31	31	31	30	33	28	27	28	31	25	26	27	26	26	28	25	25	23	26
30	29	31	32	31	31	30	33	28	27	28	31	25	26	28	26	26	29	25	25	24	25
32	30	32	32	32	31	30	34	29	28	28	31	26	27	28	26	26	29	26	25	24	26
32	30	32	33	32	32	31	34	29	28	29	32	26	27	28	27	26	29	26	26	24	27
32	30	32	33	32	32	31	34	29	28	29	32	26	27	28	27	27	29	26	26	24	27
33	31	33	33	33	32	32	35	30	29	29	32	27	28	29	27	27	30	27	26	25	27

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																
	27.5J	27.5K	27.5L	27.5M	26	25		25J	25K	25L	25N	23.5	23.5K	23J	23N	22.5	
	COLUMN																
	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	B
33.	10	9	9	8	9	8	9	10	8	8	9	8	8	9	8	7	8
34.	11	10	9	9	9	9	9	10	8	8	9	8	8	10	9	8	8
35.	11	10	10	9	9	9	10	10	8	8	9	8	9	10	9	8	9
36.	11	10	10	9	9	9	10	10	8	8	9	8	9	10	9	8	9
37.	11	10	10	9	10	9	10	11	9	9	10	9	9	10	9	8	9
39.	12	11	11	10	10	10	11	11	9	9	10	9	9	11	10	9	10
40.	12	11	11	10	10	10	11	11	9	9	10	9	9	11	10	9	10
41.	12	11	11	10	11	10	11	11	9	9	10	10	10	11	10	9	10
42.	12	11	12	10	11	11	12	12	11	10	11	10	10	11	10	9	10
43.	13	12	12	11	11	11	12	12	11	10	11	10	10	11	11	10	11
44.	13	12	12	11	11	11	12	12	11	10	11	10	10	11	11	10	11
44A	13	12	12	11	11	11	12	12	11	10	11	10	9	11	11	10	11
45.	13	12	12	11	12	11	13	12	11	10	12	11	11	11	11	10	11
46.	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	10	11
46A	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	10	11
47.	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	11	12
47A	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	11	12
48.	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	11	12
50.	14	13	14	12	13	13	14	13	12	11	12	12	12	12	11	11	12
50A	14	13	14	12	13	13	14	13	12	11	12	12	12	12	11	11	12
51.	15	14	14	13	13	13	14	14	13	12	13	12	12	13	12	11	13
51A	15	14	14	13	13	13	14	14	13	12	13	12	12	13	12	11	13
52.	15	14	14	13	14	13	14	14	13	12	13	12	12	13	12	12	13
53.	15	14	15	13	14	13	15	14	13	12	13	12	12	13	12	12	13
53A	15	14	14	13	14	13	15	14	13	12	13	12	12	13	12	12	13
54.	15	14	15	13	14	14	15	14	13	12	13	13	13	13	12	12	13
54A	15	14	15	13	14	14	15	14	13	12	13	13	13	13	12	12	13
55.	16	15	15	14	14	14	15	15	14	13	14	13	13	14	13	12	14
56.	16	15	15	14	15	14	16	15	14	13	14	13	13	14	13	13	14
57.	16	15	16	14	15	14	16	15	14	13	14	13	13	14	13	13	14
58.	17	16	16	15	15	15	16	16	15	14	15	14	14	15	14	13	15
59.	17	16	16	15	15	15	16	16	15	14	15	14	14	15	14	13	15
61.	17	16	17	15	16	15	17	16	15	14	15	14	14	16	14	14	15
62.	17	16	17	15	16	16	17	16	15	14	15	15	15	14	15	14	14
63.	18	17	17	16	16	16	17	16	15	14	16	15	14	16	15	14	16
64.	18	17	18	16	17	16	18	17	16	15	16	15	15	16	15	14	16
65.	18	17	18	16	17	16	18	17	16	15	16	15	15	16	15	15	16
66.	19	18	18	17	17	17	18	17	16	15	17	16	15	16	16	15	16
67.	19	18	18	17	17	17	19	17	16	15	17	16	15	16	16	15	17
68.	19	18	19	17	18	17	19	18	17	16	17	16	16	16	16	15	17
69.	19	18	19	17	18	17	19	18	17	16	17	16	16	16	16	16	17
70.	20	19	19	18	18	18	19	18	17	16	18	16	16	17	17	16	17
72.	20	19	20	18	19	18	20	18	17	16	18	17	16	17	17	15	18
73.	20	19	20	18	19	18	20	19	18	17	18	17	17	17	17	16	18
74.	20	19	20	18	19	19	20	19	18	17	18	17	17	17	17	17	18
75.	21	20	21	19	20	19	21	19	18	17	19	18	17	18	17	17	19
76.	21	20	21	19	20	19	21	19	18	17	19	18	17	18	17	17	19
77.	21	20	21	19	20	19	21	20	19	18	19	18	17	18	17	17	19
78.	22	21	21	20	20	20	22	20	19	18	20	18	18	19	18	18	20
79.	22	21	22	20	21	20	22	20	19	18	20	19	18	19	18	18	20
80.	22	21	22	20	21	20	22	20	19	18	20	19	18	19	18	18	20
81.	22	21	22	20	21	20	22	21	20	19	20	19	18	19	18	18	20
83.	23	22	23	21	22	21	23	21	20	19	21	20	19	20	19	19	21
84.	23	22	23	21	22	21	23	21	20	19	21	20	19	20	19	19	21
85.	23	22	23	21	22	21	24	21	20	19	21	20	19	20	19	19	21
86.	24	23	24	21	22	22	24	22	21	20	21	20	19	20	19	19	21
87.	24	23	24	22	23	22	24	22	21	20	22	20	20	21	20	20	22
88.	24	23	24	22	23	22	24	22	21	20	22	21	20	21	20	20	22
89.	24	23	24	22	23	22	25	22	21	20	22	21	20	21	20	20	22
90.	25	24	25	23	23	23	25	23	22	21	23	21	20	22	21	20	22

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES													
	22.5J	22.5K	22.5L	22.5M	21	20		20J	19	18	17.5	17.5J	17.5K	16
	COLUMN													
	A	A	A	A	A	A	B	A	A	A	A	A	A	A
33. . .	9	8	7	8	7	7	7	8	6	6	6	6	7	5
34. . .	9	8	7	8	7	7	7	8	6	6	6	6	7	5
35. . .	9	8	7	8	7	7	8	8	7	6	6	7	8	6
36. . .	9	8	7	8	8	7	8	9	7	6	6	7	8	6
37. . .	10	9	8	9	8	7	8	9	7	7	6	7	8	6
39. . .	10	9	8	9	8	8	9	9	7	7	7	7	8	6
40. . .	10	9	8	9	8	8	9	9	8	7	7	7	8	6
41. . .	10	9	8	9	9	8	9	9	8	7	7	7	8	7
42. . .	11	10	9	10	9	8	9	10	8	8	7	8	9	7
43. . .	11	10	9	10	9	9	9	10	8	8	8	8	9	7
44. . .	11	10	9	10	9	9	10	10	8	8	8	8	9	7
44A . .	11	9	9	10	9	9	10	10	8	8	8	8	9	8
45. . .	11	10	9	10	9	9	10	10	9	8	8	8	9	7
46. . .	11	10	9	10	10	9	10	10	9	8	8	8	9	7
46A . .	11	9	9	10	10	9	10	10	9	8	8	8	9	8
47. . .	12	11	10	11	10	9	10	11	9	8	8	9	10	8
47A . .	12	11	10	11	10	9	10	11	9	8	8	9	10	8
48. . .	12	11	10	11	10	10	11	11	9	9	8	9	10	8
50. . .	12	11	10	11	11	10	11	11	10	9	9	9	10	8
50A . .	12	11	10	11	11	10	11	11	10	9	9	9	10	8
51. . .	12	11	10	11	11	10	11	11	10	9	9	9	10	8
51A . .	12	11	10	11	11	10	11	11	10	9	9	9	10	8
52. . .	13	12	11	12	11	10	11	11	10	9	9	9	10	8
53. . .	13	12	11	12	11	11	12	12	10	10	9	9	10	8
53A . .	13	12	11	12	11	11	12	12	10	10	9	9	10	8
54. . .	13	12	11	12	11	11	12	12	10	10	9	10	11	9
54A . .	13	12	11	12	11	11	12	12	10	10	9	10	11	9
55. . .	13	12	11	12	12	11	12	12	10	10	10	10	11	9
56. . .	13	12	11	12	12	11	12	12	11	10	10	10	11	9
57. . .	14	13	12	13	12	11	13	12	11	10	10	10	11	9
58. . .	14	13	12	13	12	12	13	13	11	10	10	10	11	9
59. . .	14	13	12	13	12	12	13	13	11	11	10	10	11	9
61. . .	14	13	12	13	13	12	13	13	12	11	11	11	12	10
62. . .	15	14	13	14	13	12	14	13	12	11	11	11	12	10
63. . .	15	14	13	14	13	13	14	13	12	11	11	11	12	10
64. . .	15	14	13	14	13	13	14	14	12	12	11	11	12	10
65. . .	15	14	13	14	14	13	14	14	12	12	11	11	12	10
66. . .	16	15	14	15	14	13	15	14	13	12	12	12	13	11
67. . .	16	15	14	15	14	13	15	14	13	12	12	12	13	11
68. . .	16	15	14	15	14	14	15	14	13	12	12	12	13	11
69. . .	16	15	14	15	14	14	15	15	13	12	12	12	13	11
70. . .	16	15	14	15	15	14	15	15	13	13	12	12	13	11
72. . .	17	16	15	16	15	14	16	15	14	13	13	12	13	12
73. . .	17	16	15	16	15	15	16	15	14	13	13	13	14	12
74. . .	17	16	15	16	16	15	16	15	14	13	13	13	14	12
75. . .	17	16	15	16	16	15	17	16	14	14	13	13	14	12
76. . .	18	17	16	17	16	15	17	16	14	14	13	13	14	12
77. . .	18	17	16	17	16	15	17	16	15	14	13	13	14	12
78. . .	18	17	16	17	16	16	17	16	15	14	14	13	14	12
79. . .	18	17	16	17	17	16	17	16	15	14	14	14	15	13
80. . .	18	17	16	17	17	16	18	17	15	14	14	14	15	13
81. . .	19	18	17	18	17	16	18	17	15	15	14	14	15	13
83. . .	19	18	17	18	17	17	18	17	16	15	15	14	15	13
84. . .	19	18	17	18	18	17	18	17	16	15	15	14	15	13
85. . .	19	18	17	18	18	17	19	17	16	15	15	14	15	14
86. . .	20	19	18	19	18	17	19	18	16	15	15	15	16	14
87. . .	20	19	18	19	18	17	19	18	17	16	15	15	16	14
88. . .	20	19	18	19	18	18	19	18	17	16	15	15	16	14
89. . .	20	19	18	19	19	18	20	18	17	16	16	15	16	14
90. . .	20	19	18	19	19	18	20	18	17	16	16	15	16	14

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Tabled of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents per 100 Pounds)

RATE BASIS NOS.	CLASSES																
	1 or 100		100%	87	2 or 85		85%	80	77.5		75		73.5	72	3 or 70		70%
	COLUMN																
	A	B	A	A	A	B	A	A	A	B	A	B	A	A	A	B	A
91	91	100	87	79	77	85	75	73	71	78	68	75	67	66	64	70	63
92	92	101	88	80	78	86	75	74	71	78	69	76	68	66	64	71	63
93	93	102	89	81	79	87	76	74	72	79	70	77	68	67	65	71	63
94	94	103	89	82	80	88	76	75	73	80	71	77	69	68	65	72	64
95	95	105	90	83	81	89	77	76	74	81	71	79	70	68	67	74	64
96	96	106	91	84	82	90	78	77	74	82	72	80	71	69	67	74	64
97	97	107	92	84	82	91	79	78	75	83	73	80	71	70	68	75	65
98	98	108	93	85	83	92	80	78	76	84	74	81	72	72	69	76	66
99	99	109	95	86	84	93	81	79	77	84	74	82	73	71	69	76	66
100	100	110	96	87	85	94	81	80	78	85	75	83	74	72	70	77	67
101	101	111	97	88	86	94	82	81	78	86	76	83	74	73	71	78	67
102	102	112	98	89	87	95	83	82	79	87	77	84	75	73	71	78	68
103	103	113	99	90	88	96	84	82	80	88	77	85	76	74	72	79	69
104	104	114	100	90	88	97	85	83	81	88	78	86	76	75	73	80	70
105	105	116	100	91	89	99	85	84	81	90	79	87	77	76	74	81	70
106	106	117	101	92	90	99	86	85	82	91	80	88	78	76	74	82	71
107	107	118	102	93	91	100	86	86	83	91	80	89	79	77	75	83	71
108	108	119	103	94	92	101	87	86	84	92	81	89	79	78	76	83	72
109	109	120	104	95	93	102	88	87	84	93	82	90	80	78	76	84	72
110	110	121	105	96	94	103	89	88	85	94	83	91	81	79	77	85	73
111	111	122	106	97	94	104	90	89	86	95	83	92	82	80	78	85	74
112	112	123	107	97	95	105	91	90	87	96	84	92	82	81	78	86	74
113	113	124	108	98	96	105	92	90	88	96	85	93	83	81	79	87	75
114	114	125	109	99	97	106	92	91	88	97	86	94	84	82	80	88	76
115	115	127	110	100	98	108	93	92	89	98	86	95	85	83	81	89	76
116	116	128	110	101	99	109	93	93	90	99	87	96	86	84	81	90	76
117	117	129	111	102	99	110	95	94	91	100	88	97	86	84	82	90	76
118	118	130	112	103	100	111	96	94	91	101	89	98	87	86	83	91	77
119	119	131	113	104	101	111	97	95	92	102	89	98	87	86	83	92	80
120	120	132	114	104	102	112	98	96	93	102	90	99	88	86	84	92	80
121	121	133	116	105	103	113	99	97	94	103	91	100	89	87	85	93	81
122	122	134	117	106	104	114	99	98	95	104	92	101	90	88	85	94	82
123	123	135	118	107	105	115	100	98	95	105	92	101	90	89	86	94	82
124	124	136	119	108	105	116	101	99	96	106	93	102	91	89	87	95	83
125	125	138	120	109	106	117	102	100	97	107	94	104	92	90	88	97	84
127	127	140	121	110	108	119	103	102	98	109	95	105	93	91	89	98	85
128	128	141	122	111	109	120	104	103	99	109	96	106	94	92	90	99	85
129	129	142	123	112	110	121	104	103	100	110	97	107	95	93	90	99	86
130	130	143	124	113	111	122	105	104	101	111	98	107	96	94	91	100	87
131	131	144	125	114	111	122	106	105	102	112	98	108	96	94	92	101	87
131A	131	144	125	114	111	122	106	105	102	112	98	108	96	94	92	101	87
132	132	145	126	115	112	123	107	106	102	112	99	109	97	95	92	102	88
133	133	146	127	116	113	124	108	106	103	113	100	110	98	96	93	102	89
134	134	147	128	117	114	125	109	107	104	114	101	110	98	96	94	103	89
135	135	149	129	117	115	127	110	108	105	115	101	112	99	97	95	104	90
136	136	150	130	118	116	128	110	109	105	116	102	113	100	98	95	105	91
136A	136	150	130	118	116	128	110	109	105	116	102	113	100	98	95	105	91
138	138	152	131	120	117	129	111	110	107	118	104	114	101	99	97	106	92
139	139	153	132	121	118	130	112	111	108	119	104	115	102	100	97	107	93
140	140	154	133	122	119	131	113	112	109	119	105	116	103	101	98	108	93
140A	140	154	133	122	119	131	113	112	109	119	105	116	103	101	98	108	93
141	141	155	134	123	120	132	114	113	109	120	106	116	104	102	99	109	94
142	142	156	135	124	121	133	116	114	110	121	107	117	104	102	99	109	94
142A	142	156	135	124	121	133	116	114	110	121	107	117	104	102	99	109	94
143	143	157	137	124	122	133	117	114	111	122	107	118	105	103	100	110	97
144	144	158	138	125	122	134	117	116	112	122	108	119	106	104	101	111	97
145	145	160	139	126	123	136	118	116	112	124	109	120	107	104	102	112	97
145A	145	160	139	126	123	136	118	116	113	124	109	120	107	104	102	112	97
146	146	161	140	127	124	137	119	117	113	125	110	121	107	106	102	113	98
147	147	162	141	128	125	138	120	118	114	126	110	122	108	106	103	113	98
147A	147	162	141	128	125	138	120	118	114	126	110	122	108	108	103	113	98
148	148	163	142	129	126	139	121	118	115	126	111	122	109	107	104	114	100
149	149	164	143	130	127	139	121	119	115	127	111	123	110	107	104	115	100
150	150	165	143	131	128	140	122	120	116	128	113	124	110	108	105	115	101
151	151	166	144	131	128	141	122	121	117	129	113	126	111	109	106	116	101
152	152	167	145	132	129	142	123	122	118	129	114	125	112	109	106	117	102
153	153	168	146	133	130	143	124	122	119	130	115	126	113	110	107	116	102
154	154	169	147	134	131	144	125	123	119	131	116	127	113	111	108	118	103
155	155	171	148	135	132	145	126	124	120	133	116	128	114	112	109	119	104
156	156	172	149	136	133	146	127	125	121	133	117	129	115	113	109	120	104

For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																			
	65	63	63E	62K	60	60E	60K	57.5	57	R26 or 55		55J	55K	52	4 or 50		50J	
	COLUMN																			
	A	B	A	A	A	A	B	A	A	A	A	B	A	B	A	A	A	A	B	A
91.	59	65	57	62½	54	56	60	60½	53	52	52	57	50	55	46	48	47	46	50	42
92.	60	66	58	63½	55	56	61	60½	53	53	53	58	51	56	48	48	48	46	51	42
93.	60	66	59	64½	56	56	61	61½	54	53	53	58	51	56	47	49	48	47	51	43
94.	61	67	59	64½	56	56	62	61½	54	54	54	59	52	57	47	49	49	47	52	43
95.	62	68	60	65½	56	57	63	62½	55	55	54	60	52	58	47	49	49	48	53	43
96.	62	69	60	65½	57	58	64	63½	55	55	55	60	53	58	48	50	50	48	53	44
97.	63	70	61	66½	58	59	64	63½	56	56	55	61	53	59	48	50	50	49	54	44
98.	64	70	62	67½	58	59	65	64½	56	56	56	62	54	59	49	51	51	49	54	45
99.	64	71	62	67½	59	59	65	64½	57	57	56	62	54	60	50	53	51	50	55	45
100.	65	72	63	68½	59	60	66	65½	58	58	57	63	55	61	50	53	52	50	55	46
101.	66	72	64	69½	60	61	67	66½	58	58	58	63	56	61	51	54	53	51	56	46
102.	66	73	64	69½	61	61	67	66½	59	59	58	64	56	62	51	54	53	51	56	47
103.	67	73	65	70½	61	62	68	67½	59	59	59	64	57	62	52	55	54	52	57	47
104.	68	74	66	71½	62	62	68	67½	60	60	59	65	57	63	52	55	54	52	57	48
105.	68	75	66	71½	62	63	70	68½	60	60	60	66	58	64	52	55	55	53	58	48
106.	69	76	67	72½	63	64	70	69½	61	61	60	67	58	64	53	56	55	53	59	48
107.	70	77	67	72½	63	64	71	69½	61	62	61	67	59	65	53	56	56	54	59	49
108.	70	77	68	73½	64	65	71	70½	62	62	62	68	59	65	54	57	56	54	60	49
109.	71	78	69	74½	64	65	72	70½	62	63	62	68	60	66	54	57	57	55	60	50
110.	72	79	69	74½	65	66	73	71½	63	63	63	69	61	67	55	58	57	55	61	50
111.	72	79	70	75½	66	67	73	72½	64	64	63	70	61	67	56	59	58	56	61	51
112.	73	80	71	76½	66	67	74	72½	64	64	64	70	62	68	56	59	58	56	62	51
113.	73	81	71	76½	67	68	74	73½	65	65	64	71	62	68	57	60	59	57	62	52
114.	74	81	72	77½	67	68	75	73½	65	66	65	71	63	69	57	60	59	57	63	52
115.	75	83	72	77½	68	69	76	74½	66	66	66	72	63	70	58	61	60	58	64	53
116.	75	83	73	78½	68	70	77	75½	66	67	66	73	64	70	58	61	60	58	64	53
117.	76	84	74	79½	69	70	77	75½	67	67	67	74	64	71	58	61	61	59	65	53
118.	77	85	74	79½	69	71	78	76½	67	68	67	74	65	72	59	63	61	59	65	54
119.	77	85	75	80½	70	71	79	76½	68	68	68	75	65	72	59	62	62	60	66	54
120.	78	86	76	81½	71	72	79	77½	68	69	68	75	66	73	60	63	62	60	66	55
121.	79	86	76	81½	71	73	80	78½	69	70	69	76	67	73	61	64	63	61	67	55
122.	79	87	77	82½	72	73	80	78½	70	70	70	76	67	74	61	64	63	61	67	56
123.	80	88	77	82½	72	74	81	79½	70	71	70	77	68	74	62	65	64	62	68	56
124.	81	88	78	83½	74	74	82	79½	71	71	71	78	68	75	62	65	64	62	68	57
125.	81	90	79	84½	75	75	83	80½	71	72	71	79	69	76	63	66	65	63	69	57
127.	83	91	80	85½	75	76	84	81½	72	73	72	80	70	77	63	66	66	64	70	58
128.	83	92	81	86½	76	77	85	82½	74	74	73	80	70	78	64	67	67	64	71	58
129.	84	92	81	86½	77	77	85	82½	74	74	74	81	71	78	64	67	67	65	71	59
130.	85	93	82	87½	77	78	86	83½	75	75	74	82	72	79	65	68	68	65	72	59
131.	85	94	83	88½	78	79	86	84½	75	75	75	82	72	79	65	68	68	66	72	60
131A	85	94	83	88½	78	79	86	84½	75	75	75	82	72	79	65	68	68	66	72	60
132.	86	94	83	88½	78	79	87	84½	76	76	75	83	73	80	66	69	69	66	73	60
133.	86	95	84	89½	79	80	88	85½	77	76	76	83	73	80	67	70	69	67	73	61
134.	87	96	84	89½	80	80	88	85½	77	77	76	84	74	81	67	70	70	67	74	61
135.	88	97	85	90½	80	81	89	86½	78	78	77	85	74	82	68	71	70	68	75	62
136.	88	98	86	91½	81	82	90	87½	78	78	78	86	75	83	68	71	71	68	75	62
136A	88	98	86	91½	81	82	90	87½	78	78	78	86	75	83	68	71	71	69	75	62
138.	90	99	87	92½	82	83	91	88½	79	79	79	87	76	84	69	72	72	69	76	63
139.	90	99	88	93½	82	83	92	88½	80	80	79	87	76	84	69	72	72	70	77	63
140.	91	100	88	93½	83	84	92	89½	80	81	80	88	77	85	70	74	73	70	77	64
140A	91	100	88	93½	83	84	92	89½	80	81	80	88	77	85	70	74	73	70	77	64
141.	92	101	89	94½	83	85	93	90½	81	81	80	88	78	85	70	74	73	71	78	64
142.	92	101	89	94½	84	85	94	90½	81	82	81	89	78	86	71	75	74	71	78	65
142A	92	101	89	94½	84	86	94	90½	81	82	81	89	78	86	71	75	74	71	78	65
143.	93	102	90	95½	85	86	94	91½	82	82	82	89	79	86	72	76	74	72	79	65
144.	94	103	91	96½	85	86	95	91½	83	83	82	90	79	87	72	76	75	72	79	66
145.	94	104	91	96½	86	87	96	92½	83	83	83	91	80	88	73	77	75	73	80	66
145A	94	104	91	96½	86	87	96	92½	83	83	83	91	80	88	73	77	75	73	80	66
146.	95	105	92	97½	86	88	97	93½	84	84	83	92	80	89	73	77	76	73	81	67
147.	96	105	93	98½	87	88	97	93½	84	85	84	92	81	89	74	78	76	74	81	67
147A	96	106	93	98½	87	88	97	93½	84	85	84	92	81	89	74	78	76	74	81	67
148.	96	106	93	98½	88	89	98	94½	85	85	84	93	81	90	74	78	77	74	82	68
149.	97	107	94	99½	88	89	98	94½	85	86	85	93	82	90	74	78	77	75	82	68
150.	98	107	95	100½	89	90	99	95½	86	86	86	94	83	91	75	79	78	75	83	68
151.	98	108	95	100½	89	91	100	96½	86	87	86	95	83	91	75	79	79	76	83	69
152.	99	109	96	101½	90	91	100	96½	87	87	87	95	84	92	76	80	79	76	84	69
153.	99	109	96	101½	90	92	101	97½	87	88	87	96	84	92	76	80	80	77	84	70
154.	100	110	97	102½	91	92	101	97½	88	89	88	96	85	93	77	81	80	77	85	70
155.	101	111	98	103½	91	93	102	98½	89	89	89	97	85	94	78	82	81	78	86	71
156.	101	112	98	103½	92	94	103	99½	89	90	89	98	86	95	78	82	81	78	86	71

For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																	
	50K	47.5	47.5K	47K	45		45K	45B	44	42.5	42.5K	40		40J	40K	40L	37.5	
	COLUMN																	
	A	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	B
91	44	43	41	41	41	45	39	41	40	39	37	36	40	37	35	33	34	38
92	44	44	42	41	41	45	40	42	40	39	38	37	40	38	36	34	35	38
93	45	44	42	42	42	46	40	42	41	40	38	37	41	38	36	34	35	38
94	45	45	42	42	42	46	40	42	41	40	38	38	41	38	36	34	35	38
95	45	45	43	42	43	47	41	43	42	40	39	38	42	39	36	34	36	39
96	46	46	43	43	43	48	41	43	42	41	39	38	42	39	37	35	36	40
97	46	46	44	43	44	48	42	44	43	41	39	39	43	40	37	36	36	40
98	47	47	44	44	44	49	42	44	43	42	40	39	43	40	38	36	37	41
99	47	47	45	44	45	49	43	45	44	42	40	40	44	41	38	36	37	41
100	48	48	45	45	45	50	43	45	44	43	41	40	44	41	38	36	38	41
101	48	48	46	45	45	50	43	45	44	43	41	40	44	41	39	37	38	42
102	49	48	46	46	46	50	44	46	45	43	42	41	45	42	39	37	38	42
103	49	49	47	46	46	51	44	46	45	44	42	41	45	42	40	38	39	42
104	50	49	47	47	47	51	45	47	46	44	42	42	46	43	40	38	39	43
105	50	50	47	47	47	52	45	47	46	45	43	42	46	43	40	38	39	44
106	50	50	48	47	48	53	45	47	47	45	43	42	47	43	40	38	40	44
107	51	51	48	48	48	53	46	48	47	45	43	43	47	44	41	39	40	44
108	51	51	49	48	49	54	46	48	48	46	44	43	48	44	41	39	41	45
109	53	52	49	49	49	54	47	49	48	46	44	44	48	45	42	40	41	45
110	53	52	50	49	50	54	47	49	48	47	45	44	48	45	42	40	41	46
111	54	53	50	49	50	55	47	49	49	47	45	44	49	45	42	40	42	46
112	54	53	50	50	50	55	48	50	49	48	45	45	49	46	43	41	42	46
113	55	54	51	50	51	56	48	50	50	48	46	45	50	46	43	41	42	47
114	55	54	51	51	51	56	49	51	50	48	46	46	50	47	44	42	43	47
115	56	55	53	51	52	57	49	51	51	49	47	46	51	47	44	42	43	48
116	56	55	53	51	52	58	49	51	51	49	47	46	51	47	44	42	44	48
117	56	56	53	53	53	58	50	52	51	50	47	47	52	48	44	42	44	48
118	57	56	54	53	53	59	50	52	52	50	47	47	52	48	45	43	44	49
119	57	57	54	54	54	59	51	53	52	51	48	48	52	49	45	43	45	49
120	58	57	55	54	54	59	51	53	53	51	48	48	53	49	46	44	45	50
121	58	57	55	55	54	60	53	55	53	51	49	48	53	50	46	44	45	50
122	59	58	56	55	55	60	53	55	54	52	49	49	54	50	46	44	46	50
123	59	58	56	56	55	61	53	55	54	52	50	49	54	50	47	45	46	51
124	60	59	57	56	56	61	54	56	55	53	50	50	54	51	47	45	47	51
125	60	59	57	57	56	62	54	56	55	53	50	50	55	51	48	46	47	52
127	61	60	58	57	57	63	55	57	56	54	51	51	56	52	48	46	48	53
128	61	61	58	58	58	63	55	57	56	54	51	51	56	52	48	46	48	53
129	62	61	59	58	58	64	56	58	57	55	53	52	57	53	49	47	48	53
130	62	62	59	58	59	64	56	58	57	55	53	52	57	53	49	47	49	54
131	63	62	60	59	59	65	57	59	58	56	54	52	58	54	50	48	49	54
131A	63	62	60	59	59	65	57	59	58	56	54	52	58	54	50	48	49	54
132	63	63	60	59	59	65	57	59	58	56	54	53	58	54	50	48	50	54
133	64	63	60	60	60	66	57	59	59	57	54	53	58	54	50	48	50	55
134	64	64	61	60	60	66	58	60	59	57	55	54	59	55	51	49	50	55
135	65	64	61	61	61	67	58	60	59	57	55	54	60	55	51	49	51	56
136	65	65	62	61	61	68	59	61	60	58	56	54	60	56	53	50	51	56
136A	65	65	62	61	61	68	59	61	60	58	56	54	60	56	53	50	51	56
138	66	66	62	62	62	68	59	61	61	59	56	55	61	56	53	50	52	57
139	66	66	63	62	63	69	60	62	61	59	57	56	61	57	53	50	52	57
140	67	67	63	63	63	69	60	62	62	60	57	56	62	57	54	51	53	58
140A	67	67	63	63	63	69	60	62	62	60	57	56	62	57	54	51	53	58
141	67	67	64	63	63	70	61	63	62	60	57	56	62	58	54	51	53	58
142	68	67	64	64	64	70	61	63	62	60	58	57	62	58	55	52	53	59
142A	68	67	64	64	64	70	61	63	62	60	58	57	62	58	55	52	53	59
143	68	68	65	64	64	71	62	64	63	61	58	57	63	59	55	52	54	59
144	69	68	65	65	65	71	62	64	63	61	59	58	63	59	55	52	54	59
145	69	69	66	65	65	72	62	64	64	62	59	58	64	59	56	53	54	60
145A	69	69	66	65	65	72	62	64	64	62	59	58	64	59	56	53	54	60
146	70	69	66	66	66	72	63	65	64	62	60	58	64	60	56	53	55	60
147	70	70	67	66	66	73	63	65	65	62	60	59	65	60	57	54	55	61
147A	70	70	67	66	66	73	63	65	65	62	60	59	65	60	57	54	55	61
148	71	70	67	66	67	73	64	66	65	63	60	59	65	61	57	54	56	61
149	71	71	67	66	67	74	64	66	66	63	60	60	66	61	57	54	56	62
150	71	71	68	67	68	74	64	66	66	64	61	60	66	61	57	54	56	62
151	72	72	68	67	68	75	65	67	66	64	61	60	66	62	58	55	57	62
152	72	72	69	68	68	75	65	67	67	65	62	61	67	62	58	55	57	63
153	74	73	69	68	69	76	66	68	67	65	62	61	67	63	59	56	57	63
154	74	73	70	69	69	76	66	68	68	65	63	62	68	63	59	56	58	63
155	75	74	70	69	70	77	66	68	68	66	63	62	68	63	59	56	58	64
156	75	74	70	70	70	77	67	69	69	66	63	62	69	64	60	57	59	64

For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																					
	37.5K	37.5L	37.5M	37	36.5	36	35 or 5		35K	35L	32.5		32.5J	32.5K	32	32S	30		29.5	29	27.5 or 6	
	COLUMN																					
	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	B	A	A	A	B
91	33	31	33	34	33	33	32	35	30	29	30	33	27	28	29	28	27	30	27	26	25	28
92	34	32	34	34	34	33	32	35	30	29	30	33	27	28	29	28	28	30	27	27	25	28
93	34	32	34	34	34	33	33	36	30	30	30	33	28	29	30	29	28	31	27	27	26	28
94	34	32	34	35	34	34	33	36	32	30	31	33	28	29	30	29	28	31	28	27	26	28
95	34	32	34	35	35	34	33	37	32	30	31	34	28	29	30	29	29	32	28	28	26	29
96	35	33	35	36	35	35	34	37	32	30	31	34	28	29	31	29	29	32	28	28	26	29
97	35	33	35	36	36	35	34	37	33	31	32	35	29	30	31	29	29	32	29	28	27	29
98	35	33	36	36	36	35	34	38	33	31	32	35	29	30	31	29	29	32	29	28	27	30
99	36	34	36	37	36	36	35	38	34	32	32	35	29	30	32	30	30	33	29	29	27	30
100	36	34	36	37	37	36	35	39	34	32	33	36	30	32	32	30	30	33	30	29	28	30
101	37	35	37	37	37	36	35	39	34	32	33	36	30	32	32	30	30	33	30	29	28	31
102	37	35	37	38	37	37	36	39	35	33	33	36	30	32	33	32	31	34	30	30	28	31
103	37	35	38	38	38	37	36	40	35	33	33	37	31	33	33	32	31	34	30	30	28	31
104	37	35	38	38	38	37	36	40	35	33	34	37	31	33	33	32	31	34	31	30	29	31
105	38	36	38	39	38	38	37	41	35	33	34	38	31	33	34	32	32	35	31	30	29	32
106	38	36	38	39	39	38	37	41	36	34	34	38	31	33	34	33	32	35	31	31	29	32
107	38	36	39	40	39	39	37	41	36	34	35	38	32	34	34	33	32	35	32	31	29	32
108	39	37	39	40	39	39	38	42	36	34	35	39	32	34	35	33	32	36	32	31	30	33
109	39	37	40	40	40	39	38	42	37	35	35	39	32	34	35	34	33	36	32	32	30	33
110	40	38	40	41	40	40	39	42	37	35	36	39	33	35	35	34	33	36	32	32	30	33
111	40	38	40	41	41	40	39	43	37	35	36	40	33	35	36	34	33	37	33	32	31	34
112	40	38	41	41	41	40	39	43	38	36	36	40	33	35	36	35	34	37	33	32	31	34
113	41	39	41	42	41	41	40	43	38	36	37	40	33	35	36	35	34	37	33	33	31	34
114	41	39	42	42	42	41	40	44	38	36	37	41	34	36	36	35	34	38	34	33	31	34
115	41	39	42	43	42	41	40	44	39	37	37	41	34	36	37	36	35	38	34	33	32	35
116	41	39	42	43	42	42	41	45	39	37	38	42	34	36	37	36	35	38	34	34	32	35
117	42	40	42	43	43	42	41	45	39	37	38	42	34	36	37	36	35	39	35	34	32	35
118	42	40	43	44	43	42	41	46	39	37	38	42	35	37	37	36	35	39	35	34	32	36
119	43	41	43	44	43	43	42	46	40	38	39	43	35	37	38	37	36	39	35	35	33	36
120	43	41	44	44	44	43	42	46	40	38	39	43	36	37	38	37	36	40	35	36	33	36
121	43	41	44	45	44	44	42	47	41	39	39	43	36	38	39	37	36	40	36	35	33	37
122	44	42	44	45	45	44	43	47	41	39	40	44	36	38	39	38	37	40	36	35	34	37
123	44	42	45	46	45	44	43	47	41	39	40	44	36	38	39	38	37	41	36	36	34	37
124	44	42	45	46	46	45	43	48	42	40	40	44	37	39	40	38	37	41	37	36	34	37
125	45	43	46	46	46	45	44	48	42	40	41	45	37	39	40	38	38	41	37	36	34	38
127	45	43	46	47	46	46	44	49	42	40	41	46	37	39	41	39	38	42	37	37	35	39
128	46	44	46	47	47	46	45	49	43	41	42	46	38	40	41	39	38	42	38	37	35	39
129	46	44	47	48	47	46	45	50	43	41	42	46	38	40	41	39	39	43	38	37	35	39
130	46	44	47	48	47	47	46	50	43	41	42	46	38	40	42	40	39	43	38	38	36	39
131	47	45	48	48	48	47	46	50	44	42	43	47	39	41	42	40	39	43	39	38	36	40
131A	47	45	48	48	48	47	46	50	44	42	43	47	39	41	42	40	39	43	39	38	36	40
132	47	45	48	49	48	48	46	51	44	42	43	47	39	41	42	40	40	44	39	38	36	40
133	47	45	48	49	49	48	47	51	44	42	43	47	39	41	43	41	40	44	39	39	37	40
134	48	46	49	50	49	48	47	51	45	43	44	48	40	42	43	41	40	44	40	39	37	40
135	48	46	49	50	49	49	47	52	45	43	44	48	40	42	43	41	41	45	40	39	37	41
136	48	47	50	50	50	49	48	53	45	43	44	49	40	42	44	42	41	45	40	39	37	41
136A	48	47	50	50	50	49	48	53	45	43	44	49	40	42	44	42	41	45	40	39	37	41
138	49	47	50	51	50	50	48	53	46	44	45	49	41	43	44	42	41	46	41	40	38	42
139	49	47	50	51	51	50	49	54	46	44	45	50	41	43	44	42	42	46	41	40	38	42
140	50	48	51	52	51	50	49	54	46	44	46	50	41	43	45	43	42	46	41	41	39	42
140A	50	48	51	52	51	50	49	54	46	44	45	50	41	43	45	43	42	46	41	41	39	41
141	50	48	51	52	51	51	49	54	47	45	46	50	42	44	45	43	42	47	42	41	39	43
142	50	48	52	53	52	51	50	55	47	45	46	51	42	44	45	43	43	47	42	41	39	43
142A	50	48	52	53	52	51	50	55	47	45	46	51	42	44	45	43	43	47	42	41	39	43
143	51	49	52	53	52	51	50	55	48	46	46	51	42	44	46	44	43	47	42	41	39	43
144	51	49	52	53	53	52	50	55	48	46	47	51	43	45	46	44	43	47	42	42	40	43
145	53	50	53	54	53	52	51	56	48	46	47	52	43	45	46	44	44	48	43	42	40	44
145A	53	50	53	54	53	52	51	56	48	46	47	52	43	45	46	44	44	48	43	42	40	44
146	53	50	53	54	53	53	51	56	49	47	47	52	43	45	47	45	44	48	43	42	40	44
147	53	50	54	54	54	53	51	57	49	47	48	53	44	46	47	45	44	49	43	43	40	45
147A	53	50	54	54	54	53	51	57	49	47	48	53	44	46	47	45	44	49	43	43	40	45
148	54	51	54	55	54	53	52	57	49	47	48	53	44	46	47	45	44	49	44	43	41	45
149	54	51	54	55	54	54	52	57	49	47	48	53	44	46	48	45	45	49	44	43	41	45
150	54	51	54	56	55	54	53	58	50	48	49	54	44	46	48	46	45	50	44	44	41	45
151	54	51	55	56	55	54	53	58	50	48	49	54	45	47	48	46	46	50	45	44	42	46
152	55	52	55	56	55	55	53	58	50	48	49	54	45	47	49	46	46	50	45	44	42	46
153	55	52	56	57	56	55	54	59	51	49	50	55	45	47	49	46	46	50	45	44	42	46
154	56	53	56	57	56	55	54	59	51	49	50	55	46	48	49	47	46	51	45	45	42	46
155	56	53	56	57	57	56	54	60	51	49	50	56	46	48	50	47	47	51	46	45	43	47
156	56	53	57	58	57	56	55	60	52	50	51	56	46	48	50	47	47	52	46	45	43	47

For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																
	27.5J	27.5K	27.5L	27.5M	26	26	25J	25K	25L	25N	23.5	23.5K	23J	23N	22.5	
	COLUMN																
	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	
91.	25	24	25	23	24	23	25	23	22	21	23	21	21	22	21	20	
92.	25	24	25	23	24	23	25	23	22	21	23	22	21	22	21	21	
93.	26	24	26	23	24	23	26	24	22	21	23	23	21	22	21	21	
94.	26	24	26	23	24	24	26	24	22	21	23	23	21	23	21	21	
95.	26	25	26	24	25	24	26	24	23	22	24	22	21	22	22	21	
96.	26	25	26	24	25	24	27	24	23	22	24	23	21	22	22	22	
97.	27	25	27	24	25	24	27	24	23	22	24	23	22	23	22	22	
98.	27	25	27	24	25	25	27	25	23	22	24	23	22	23	22	22	
99.	27	26	27	25	26	25	27	25	24	23	25	23	22	23	23	22	
100.	28	26	28	25	26	25	28	25	24	23	25	24	22	24	23	23	
101.	28	26	28	25	26	25	28	25	24	23	25	24	23	24	23	23	
102.	28	27	28	26	27	26	28	26	24	23	26	24	23	24	24	23	
103.	28	27	28	26	27	26	28	26	25	24	26	24	23	24	24	23	
104.	29	27	29	26	27	26	29	26	25	24	26	24	23	25	24	23	
105.	29	27	29	26	27	26	29	26	25	24	26	25	23	25	24	24	
106.	29	27	29	26	28	27	29	27	25	24	26	25	24	25	24	24	
107.	29	28	29	27	28	27	30	27	25	24	27	25	24	25	24	24	
108.	30	28	30	27	28	27	30	27	26	25	27	25	24	26	24	24	
109.	30	28	30	27	28	27	30	27	26	25	27	26	24	26	24	25	
110.	30	29	30	28	29	28	30	28	26	25	28	26	25	26	25	25	
111.	31	29	31	28	29	28	31	28	26	25	28	26	25	26	25	25	
112.	31	29	31	28	29	28	31	28	27	26	28	26	25	26	25	25	
113.	31	29	31	28	29	28	31	28	27	26	28	27	25	26	25	25	
114.	31	30	31	29	30	29	31	29	27	26	29	27	25	26	26	26	
115.	32	30	32	29	30	29	32	29	27	26	29	27	26	27	26	26	
116.	32	30	32	29	30	29	32	29	27	26	29	27	26	27	26	26	
117.	32	30	32	29	30	29	32	29	28	27	29	27	26	27	26	26	
118.	32	30	32	29	31	30	33	30	28	27	29	28	26	27	26	27	
119.	33	32	33	30	31	30	33	30	28	27	30	28	26	28	27	27	
120.	33	32	33	30	31	30	33	30	28	27	30	28	27	28	27	27	
121.	33	32	33	30	31	30	33	30	29	28	30	28	27	28	27	27	
122.	34	33	34	31	32	31	34	31	29	28	31	29	27	29	28	27	
123.	34	33	34	31	32	31	34	31	29	28	31	29	27	29	28	28	
124.	34	33	34	31	32	31	34	31	29	28	31	29	28	29	28	28	
125.	34	33	34	31	33	31	35	31	30	29	31	29	28	29	28	28	
127.	35	34	35	32	33	32	35	32	30	29	32	30	28	30	29	29	
128.	35	34	35	32	33	32	35	32	30	29	32	30	28	30	29	29	
129.	35	34	35	32	34	32	36	32	30	29	32	30	28	30	29	29	
130.	36	34	36	32	34	33	36	33	32	30	32	31	29	31	29	28	
131.	36	35	36	33	34	33	36	33	32	30	33	31	29	31	30	29	
131A	36	35	36	33	34	33	36	33	32	30	33	31	29	31	30	29	
132.	36	35	36	33	34	33	36	33	32	30	33	31	29	31	30	30	
133.	37	35	37	33	35	33	37	33	32	30	33	31	29	31	30	30	
134.	37	36	37	34	35	34	37	34	33	31	34	31	30	31	30	30	
135.	37	36	37	34	35	34	37	34	33	31	34	32	30	31	30	30	
136.	37	36	37	34	35	34	38	34	33	31	34	32	30	31	30	31	
136A	37	36	37	34	35	34	38	34	33	31	34	32	30	31	30	31	
137.	38	36	38	34	36	35	38	35	33	31	34	32	30	32	30	31	
139.	38	37	38	35	36	35	38	35	34	32	35	33	32	32	32	31	
140.	39	37	39	35	36	35	39	35	34	32	35	33	32	33	32	32	
140A	39	37	39	35	36	35	39	35	34	32	35	33	32	33	32	32	
141.	39	37	39	35	37	35	39	35	34	33	35	33	32	33	32	32	
142.	39	37	39	35	37	36	39	36	34	32	35	33	32	33	32	32	
142A	39	37	39	35	37	36	39	36	34	32	35	33	32	33	32	32	
143.	39	38	39	36	37	36	39	36	35	33	36	34	33	33	33	32	
144.	40	38	40	36	37	36	40	36	35	33	36	34	33	34	33	33	
145.	40	38	40	36	38	36	40	36	35	33	36	34	33	34	33	33	
145A	40	38	40	36	38	36	40	36	35	33	36	34	33	34	33	33	
146.	40	39	40	37	38	37	40	37	35	33	37	34	33	34	34	33	
147.	40	39	40	37	38	37	41	37	36	34	37	35	33	34	34	33	
147A	40	39	40	37	38	37	41	37	36	34	37	35	33	34	34	33	
148.	41	39	41	37	38	37	41	37	36	34	37	35	33	34	34	33	
149.	41	39	41	37	39	37	41	37	36	34	37	35	34	35	34	34	
150.	41	39	41	37	39	38	41	38	36	34	37	36	34	35	34	34	
151.	42	40	42	38	39	38	42	38	36	34	38	35	34	36	35	34	
152.	42	40	42	38	40	38	42	38	37	35	38	36	34	36	35	34	
153.	42	40	42	38	40	38	42	38	37	35	38	36	35	36	35	34	
154.	42	41	42	39	40	39	42	39	37	35	39	36	35	36	36	35	
155.	43	41	43	39	40	39	43	39	37	35	39	36	35	37	36	35	
156.	43	41	43	39	41	39	43	39	38	36	39	37	35	37	36	36	

For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

...d "Table Of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES													
	22.5J	22.5K	22.5L	22.5M	21	20		20J	19	18	17.5	17.5J	17.5K	16
	COLUMN													
	A	A	A	A	A	A	B	A	A	A	A	A	A	A
	21	20	19	20	19	18	20	19	17	16	16	16	17	15
	21	20	19	20	19	18	20	19	17	17	16	16	17	15
	21	20	19	20	20	19	20	19	18	17	16	16	17	15
	21	20	19	20	20	19	21	19	18	17	16	16	17	15
	21	20	19	20	20	19	21	19	18	17	17	16	17	15
	22	21	20	21	20	19	21	19	18	17	17	16	17	15
	22	21	20	21	20	19	21	20	18	17	17	16	17	16
	22	21	20	21	21	20	22	20	19	18	17	17	18	16
	22	21	20	21	21	20	22	20	19	18	17	17	18	16
	23	21	20	21	21	20	22	20	19	18	18	17	18	16
	23	22	21	22	21	20	22	20	19	18	18	17	18	16
	23	22	21	22	22	21	23	21	20	19	18	17	18	16
	24	22	21	22	22	21	23	21	20	19	18	18	19	17
	24	22	21	22	22	21	23	21	20	19	18	18	19	17
	24	23	22	23	22	21	23	21	20	19	19	18	19	17
	24	23	22	23	22	21	24	21	20	19	19	18	19	17
	24	23	22	23	23	22	24	22	21	19	19	18	19	17
	25	23	22	23	23	22	24	22	21	20	19	18	19	17
	25	24	23	24	23	22	24	22	21	20	19	19	20	18
	25	24	23	24	23	22	24	22	21	20	19	19	20	18
	25	24	23	24	24	22	25	23	21	20	20	19	20	18
	25	24	23	24	24	23	25	23	21	20	20	19	20	18
	26	24	23	24	24	23	25	23	22	21	20	19	20	18
	26	25	24	25	24	23	25	23	22	21	20	19	20	18
	26	25	24	25	24	23	26	23	22	21	20	19	20	19
	26	25	24	25	25	23	26	23	22	21	20	20	21	19
	27	25	24	25	25	24	26	24	22	21	21	20	21	19
	27	25	24	25	25	24	26	24	23	21	21	20	21	19
	27	26	25	26	25	24	26	24	23	22	21	20	21	19
	27	26	25	26	25	24	27	24	23	22	21	20	21	19
	27	26	25	26	26	24	27	24	23	22	21	20	21	20
	28	26	25	26	26	25	27	25	23	22	22	21	22	20
	28	26	25	26	26	25	27	25	24	22	22	21	22	20
	28	27	26	27	26	25	28	25	24	23	22	21	22	20
	29	27	26	27	27	25	28	25	24	23	22	21	22	20
	29	27	26	27	27	26	28	26	24	23	22	21	22	20
	29	27	26	27	27	26	28	26	25	23	23	21	23	21
	29	28	27	28	27	26	29	26	25	23	23	22	23	21
	29	28	27	28	28	26	29	26	25	24	23	22	23	21
	29	28	27	28	28	26	29	26	25	24	23	22	23	21
	30	28	27	28	28	26	29	26	25	24	23	22	23	21
	30	28	27	28	28	27	29	27	25	24	23	22	23	21
	30	29	28	29	28	27	30	27	26	24	24	23	24	22
	31	29	28	29	29	27	30	27	26	24	24	23	24	22
	31	29	28	29	29	27	30	27	26	24	24	23	24	22
	31	29	28	29	29	28	30	28	26	25	24	23	24	22
	31	29	28	29	29	28	31	28	26	25	24	23	24	22
	32	30	29	30	29	28	31	28	27	25	25	23	25	22
	32	30	29	30	29	28	31	28	27	25	25	23	25	22
	32	30	29	30	30	28	31	28	27	25	25	23	25	23
	32	30	29	30	30	28	31	28	27	26	25	24	25	23
	32	30	29	30	30	28	31	28	27	26	25	24	25	23
	32	30	29	30	30	29	32	29	27	26	25	24	25	23
	33	32	30	31	30	29	32	29	28	26	25	24	25	23
	33	32	30	31	30	29	32	29	28	26	25	24	25	23
	33	32	30	31	31	29	32	29	28	26	26	24	26	23
	33	32	30	31	31	29	32	29	28	26	26	24	26	24
	33	32	30	31	31	29	32	29	28	26	26	24	26	24
	34	32	30	32	31	30	33	30	28	27	26	25	26	24
	34	32	30	31	31	30	33	30	28	27	26	25	26	24
	34	33	31	32	32	30	33	30	29	27	26	25	26	24
	34	33	31	32	32	30	33	30	29	27	27	25	27	24
	34	33	31	32	32	31	34	31	29	28	27	25	27	24
	35	34	32	33	32	31	34	31	29	28	27	26	27	25
	35	34	32	33	33	31	34	31	29	28	27	26	27	25
	35	34	32	33	33	31	34	31	30	28	27	26	27	26

For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																
	1 or 100		100K	87	2 or 85		85K	80	77.5		75		73.5	72	3 A25 or 70		70K
	COLUMN																
	A	B	A	A	A	B	A	A	A	B	A	B	A	A	A	B	A
157	157	173	150	137	133	147	128	126	122	134	118	130	116	113	110	121	106
158	158	174	151	137	134	148	128	128	122	135	119	131	116	114	111	122	106
159	159	175	152	138	135	149	129	127	123	136	119	131	117	114	111	123	107
160	160	176	152	139	136	150	129	128	124	136	120	132	118	115	112	123	107
161	161	177	153	140	137	150	130	129	125	137	121	133	118	116	113	124	107
162	162	178	154	141	138	151	131	130	126	138	122	134	119	117	113	125	108
163	163	179	155	142	139	152	132	130	126	139	122	134	120	117	114	125	109
164	164	180	156	143	139	153	133	131	127	140	123	135	121	118	115	126	109
165	165	182	158	144	140	155	134	132	128	141	124	137	121	119	116	127	110
166	166	183	159	144	141	156	134	133	129	142	125	137	122	120	116	128	111
167	167	184	160	145	142	156	135	134	129	143	125	138	123	120	117	129	111
168	168	185	161	146	143	157	137	134	130	143	126	139	123	121	118	130	112
169	169	186	162	147	144	158	138	135	131	144	127	140	124	122	118	130	113
170	170	187	163	148	145	159	139	136	132	145	128	140	125	122	119	131	114
171	171	188	163	149	145	160	139	137	133	146	128	141	126	123	120	132	114
172	172	189	164	150	146	161	140	138	133	146	129	142	126	124	120	132	114
173	173	190	165	151	147	162	140	138	134	147	130	143	127	125	121	133	116
174	174	191	166	151	148	162	141	139	135	148	131	143	128	125	122	134	117
175	175	193	167	152	149	164	142	140	136	150	131	145	129	126	123	135	117
176	176	194	168	153	150	165	143	141	136	150	132	146	129	127	123	136	118
177	177	195	169	154	150	166	144	142	137	151	133	146	130	127	124	137	119
178	178	196	170	155	151	167	145	142	138	152	134	147	131	128	125	137	119
179	179	197	171	156	152	167	146	143	139	153	134	148	132	129	125	138	120
180	180	198	172	157	153	168	146	144	140	153	135	149	132	130	126	139	121
181	181	199	173	157	154	169	147	145	140	154	136	149	133	130	127	139	122
182	182	200	173	158	155	170	147	146	141	155	137	150	134	131	127	140	122
183	183	201	174	159	156	171	148	146	142	156	137	151	135	132	128	141	122
184	184	202	175	160	156	172	149	147	143	157	138	152	135	132	129	141	123
185	185	204	176	161	157	173	150	148	143	158	139	153	136	133	130	143	124
186	186	205	177	162	158	174	151	149	144	159	140	154	137	134	130	144	124
187	187	206	179	163	159	175	152	150	145	160	140	155	137	135	131	144	125
188	188	207	180	164	160	176	152	150	146	160	141	155	138	135	132	145	126
189	189	208	181	164	161	177	153	151	146	161	142	156	139	136	132	146	126
190	190	209	182	165	162	178	154	152	147	162	143	157	140	137	133	146	127
191	191	210	183	166	162	179	155	153	148	163	143	158	140	138	134	147	128
193	193	212	184	168	164	180	156	154	150	164	145	159	142	139	135	148	129
194	194	213	185	169	165	181	158	155	150	165	146	160	143	140	136	149	129
195	195	215	186	170	166	183	158	156	151	167	146	161	143	140	137	151	130
196	196	216	187	171	167	184	159	157	152	167	147	162	144	141	137	151	131
197	197	217	188	171	167	184	160	158	153	168	148	163	145	142	138	152	131
198	198	218	189	172	168	185	161	158	153	169	149	164	146	143	139	153	132
199	199	219	190	173	169	186	162	159	154	170	149	164	146	143	139	153	133
200	200	220	191	174	170	187	163	160	155	171	150	165	147	144	140	154	133
201	201	221	192	175	171	188	164	161	156	171	151	166	148	145	141	155	134
202	202	222	193	176	172	189	164	162	157	172	152	167	148	145	141	155	135
203	203	223	194	177	173	190	165	162	157	173	152	167	149	146	142	156	135
204	204	224	194	177	173	190	165	163	158	174	153	168	150	147	143	157	137
205	205	226	196	178	174	192	166	164	159	175	154	170	151	148	144	158	137
206	206	227	196	179	175	193	167	165	160	176	155	170	151	148	144	159	138
207	207	228	197	180	176	194	168	166	160	177	155	171	152	149	145	160	139
208	208	229	198	181	177	195	169	166	161	177	156	172	153	150	146	160	139
209	209	230	200	182	178	196	170	167	162	178	157	173	154	150	146	161	140
210	210	231	201	183	179	196	170	168	163	179	158	173	154	151	147	162	141
211	211	232	202	184	179	197	171	169	164	180	158	174	155	152	148	162	141
212	212	233	203	184	180	198	172	170	164	181	159	175	156	153	148	163	142
213	213	234	204	185	181	199	173	170	165	181	160	176	157	153	149	164	143
215	215	237	206	187	183	201	174	172	167	184	161	178	158	155	151	166	144
216	216	238	206	188	184	202	176	173	167	184	162	179	159	156	151	167	144
217	217	239	207	189	184	203	176	174	168	185	163	179	159	156	152	167	145
218	218	240	208	190	185	204	176	174	169	186	164	180	160	157	153	168	146
219	219	241	209	191	186	205	177	175	170	187	164	181	161	158	153	169	146
220	220	242	210	191	187	206	179	176	171	188	165	182	162	158	154	169	147
221	221	243	211	192	188	207	180	177	171	188	166	182	162	159	155	170	148
222	222	244	212	193	189	207	181	178	172	189	167	183	163	160	155	171	148
223	223	245	213	194	190	208	182	178	173	190	167	184	164	161	156	172	149
224	224	248	214	195	190	209	182	179	174	191	168	185	165	161	157	172	150
226	226	249	215	197	192	212	183	181	175	193	170	187	166	163	158	174	151
227	227	250	216	197	193	213	184	182	176	194	170	188	167	163	159	175	151
228	228	251	217	198	194	213	185	182	177	196	171	188	168	164	160	176	152
229	229	252	218	199	195	214	186	183	177	196	172	189	169	165	160	176	153

For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																			
	65		63	63K	62K	60		60K	57.5	57			R26 or 55		55J	55K	52	4 or 50		50J
	COLUMN																			
	A	B	A	A	A	A	B	A	A	A	A	B	A	B	A	A	A	A	B	A
157	102	112	99	104½	93	94	104	99½	90	90	89	99	86	95	79	83	82	79	87	72
158	103	113	100	105½	93	95	104	100½	90	91	90	99	87	96	79	83	82	79	87	72
159	103	114	100	105½	95	96	105	100½	91	91	91	100	87	96	80	84	83	80	88	73
160	104	114	101	106½	95	96	106	101½	91	92	91	100	88	97	80	84	83	80	88	73
161	105	115	101	106½	96	97	106	102½	92	93	92	101	89	97	80	84	84	81	89	73
162	105	116	102	107½	96	97	107	102½	92	93	92	101	89	98	81	85	84	81	89	74
163	106	116	103	108½	97	98	107	103½	93	94	93	102	90	98	81	85	85	82	90	74
164	107	117	103	108½	97	98	108	103½	93	94	93	103	90	99	82	86	85	82	90	75
165	107	118	104	109½	98	99	109	104½	95	95	94	104	91	100	83	87	86	83	91	75
166	108	119	105	110½	99	100	110	105½	96	96	95	104	91	101	83	87	86	83	92	76
167	109	120	105	110½	99	100	110	106½	96	96	96	105	92	101	84	88	87	84	92	76
168	109	120	106	111½	100	101	111	106½	97	97	96	105	92	102	84	88	87	84	93	77
169	110	121	106	111½	100	101	112	106½	97	97	96	106	93	102	85	89	88	85	93	77
170	111	122	107	112½	101	102	112	107½	98	98	97	107	94	103	85	89	88	85	94	78
171	111	122	108	113½	101	103	113	108½	98	98	97	107	94	103	85	89	89	86	94	78
172	112	123	108	113½	102	103	113	108½	99	99	98	108	95	104	86	90	89	86	95	78
173	112	124	109	114½	102	104	114	109½	99	99	99	108	95	105	86	90	90	87	95	79
174	113	124	110	115½	103	104	115	109½	100	100	99	109	96	105	87	91	90	87	96	79
175	114	125	110	115½	104	105	116	110½	100	101	100	110	96	106	87	91	91	88	97	80
176	114	126	111	116½	104	106	116	111½	101	101	100	111	97	107	88	92	92	88	97	80
177	115	127	112	117½	105	106	117	111½	102	102	101	111	97	107	89	93	92	89	98	81
178	116	127	112	117½	106	107	117	112½	102	102	101	112	98	108	89	93	93	89	98	81
179	116	128	113	118½	106	107	118	112½	103	103	102	112	98	108	90	95	93	90	99	82
180	117	129	113	118½	107	108	119	113½	103	104	103	113	99	109	90	95	94	90	99	82
181	118	129	114	119½	107	109	119	114½	104	104	103	113	100	109	91	96	94	91	100	83
182	118	130	115	120½	107	109	120	114½	104	105	104	114	100	110	91	96	95	91	100	83
183	119	131	115	120½	108	110	121	115½	105	106	104	115	101	111	91	96	95	92	101	83
184	120	131	116	121½	109	110	121	116½	105	106	105	116	101	111	92	97	96	92	101	84
185	120	133	117	122½	109	111	122	116½	106	106	105	116	102	112	92	97	96	93	102	84
186	121	133	117	122½	110	112	123	117½	106	107	106	117	102	113	93	98	97	93	103	85
187	122	134	118	123½	110	112	124	117½	107	108	107	117	103	113	94	99	97	94	103	85
188	122	135	118	123½	111	113	124	118½	108	108	107	118	103	114	94	99	98	94	104	86
189	123	135	119	124½	112	113	125	118½	108	109	108	119	104	114	95	100	98	95	104	86
190	124	136	120	125½	112	114	125	119½	109	109	108	119	105	115	95	100	99	95	105	87
191	124	137	120	125½	113	115	126	120½	109	110	109	120	105	116	96	101	99	96	105	87
192	125	138	122	127½	114	116	127	121½	110	111	110	121	106	117	96	101	100	97	106	88
193	126	138	122	127½	114	116	128	121½	111	112	111	121	107	117	97	102	101	97	107	88
194	127	140	123	128½	116	117	129	122½	111	112	111	123	107	118	97	102	101	98	108	89
195	127	140	123	128½	116	117	130	123½	112	113	112	123	108	119	98	103	102	98	108	89
196	128	141	124	129½	117	118	130	123½	112	113	112	124	108	119	98	103	102	99	109	90
197	129	142	125	130½	118	119	131	124½	113	114	113	124	109	120	99	104	103	99	109	90
198	129	142	125	130½	118	119	131	124½	114	114	113	125	109	120	100	105	103	100	110	91
199	130	143	126	131½	119	120	132	125½	114	115	114	125	110	121	100	105	104	100	110	91
200	131	144	127	132½	119	121	133	126½	116	116	115	126	111	122	101	106	105	101	111	92
201	131	144	127	132½	120	121	133	126½	116	116	116	127	111	122	101	106	105	101	111	92
202	132	145	128	133½	121	122	134	127½	117	117	116	127	112	123	102	107	106	102	112	93
203	133	146	129	134½	121	122	134	127½	117	117	116	128	112	123	102	107	106	102	112	93
204	133	147	129	134½	121	123	136	128½	118	118	117	129	113	124	102	107	107	103	113	93
205	134	148	130	135½	122	124	136	129½	118	118	117	129	113	125	103	108	107	103	114	94
206	135	148	130	135½	123	124	137	129½	119	119	118	130	114	125	103	108	108	104	114	94
207	135	149	131	136½	123	125	137	130½	119	120	119	131	114	126	104	109	108	104	115	95
208	136	150	132	137½	124	126	138	130½	120	120	119	131	115	127	105	110	109	105	115	95
209	137	150	132	137½	124	126	139	131½	121	121	120	132	116	127	105	110	109	105	116	96
210	137	151	133	138½	125	127	139	132½	121	121	120	132	116	128	106	111	110	106	116	96
211	138	151	134	139½	126	127	140	132½	122	122	121	133	117	128	106	111	110	106	117	97
212	139	152	134	139½	126	128	140	133½	122	122	121	133	117	129	107	112	111	107	117	97
213	140	154	135	140½	127	129	142	134½	123	124	123	135	118	130	107	112	112	108	119	98
214	140	155	136	141½	128	130	143	135½	124	124	123	136	119	131	108	113	112	108	119	98
215	141	155	137	142½	128	130	143	135½	124	125	124	136	119	131	108	113	113	109	120	99
216	142	156	137	142½	129	131	144	136½	125	125	124	137	120	132	109	114	113	109	120	99
217	142	157	138	143½	129	131	145	136½	125	126	125	137	120	133	109	114	114	110	121	100
218	143	157	139	143½	130	132	145	137½	126	127	125	138	121	133	110	116	114	110	121	100
219	144	158	139	144½	131	133	146	138½	127	127	126	139	122	134	111	117	115	111	122	101
220	144	159	140	145½	131	133	146	138½	127	128	127	139	122	134	111	117	115	111	122	101
221	145	159	140	145½	132	134	147	139½	128	128	127	140	123	135	112	118	116	112	123	102
222	146	160	141	146½	132	134	148	139½	128	129	128	140	123	135	112	118	116	112	123	102
223	147	161	142	147½	133	136	149	141½	129	130	129	142	124	137	113	119	118	113	125	103
224	148	163	143	148½	134	136	150	141½	130	131	129	143	125	138	113	119	118	114	125	103
225	148	163	144	149½	134	137	151	142½	130	131	130	143	125	138	114	120	119	114	126	104
226	149	164	144	149½	135	137	151	142½	131	132	131	144	126	139	114	120	119	115	126	104

For Explanation of Column A and B, see page 2 herein.

1825

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																	
	50K	47.5	47.5 K	47K	46		45K	45S	44	42.5	42.5 K	40		40J	40K	40L	37.5	
	COLUMN																	
	A	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	B
157	76	75	71	70	71	78	67	69	69	67	64	63	69	64	60	57	59	65
158	76	75	71	71	71	78	68	70	70	67	64	63	70	65	61	58	59	65
159	77	76	72	71	72	79	68	70	70	68	65	64	70	65	61	58	60	66
160	77	76	72	71	72	79	68	70	70	68	65	64	70	65	61	58	60	66
161	77	76	72	72	72	80	69	71	71	69	65	64	71	66	61	58	60	66
162	78	77	74	72	73	80	69	71	71	69	65	64	71	66	62	59	61	67
163	78	77	74	74	73	81	70	72	72	69	66	65	72	67	62	59	61	67
164	79	78	75	74	74	81	70	72	72	70	66	66	72	67	63	60	62	68
165	79	78	76	75	74	82	71	73	73	70	67	66	73	68	63	60	62	68
166	80	79	76	75	75	82	71	73	73	71	67	66	73	68	63	60	62	69
167	80	79	76	75	75	83	71	73	73	71	68	67	74	69	64	61	63	69
168	81	80	77	76	76	83	72	74	74	71	68	67	74	69	64	61	63	69
169	81	80	77	76	76	84	72	74	74	72	68	68	74	69	65	62	63	70
170	82	81	78	77	77	84	74	76	75	72	69	68	75	70	65	62	64	70
171	82	81	78	77	77	85	74	76	75	73	69	68	75	70	65	62	64	71
172	82	82	78	77	77	85	74	76	76	73	69	69	76	70	65	62	65	71
173	83	82	79	78	78	86	75	77	76	74	70	69	76	71	66	63	65	71
174	83	83	79	78	78	86	75	77	77	74	70	70	76	71	66	63	65	72
175	84	83	80	79	79	87	76	78	77	74	71	70	77	72	67	64	66	72
176	84	84	80	79	79	87	76	78	77	75	71	70	78	72	67	64	66	73
177	85	84	80	80	80	88	76	78	78	75	71	71	78	72	67	64	66	73
178	85	85	81	80	80	88	77	79	78	76	72	71	78	73	68	65	67	74
179	86	85	81	81	81	89	77	79	79	76	72	72	79	73	68	65	67	74
180	86	86	82	81	81	89	78	80	79	77	74	72	79	74	69	66	68	74
181	87	86	82	82	81	90	78	80	80	77	74	72	80	74	69	66	68	75
182	87	86	82	82	82	90	78	80	80	77	74	73	80	74	69	66	68	75
183	87	87	83	82	82	90	79	81	81	78	75	73	80	75	69	66	69	75
184	88	87	83	83	83	91	79	81	81	78	75	74	81	75	70	67	69	76
185	88	88	84	83	83	92	80	82	81	79	75	74	82	76	70	67	69	77
186	89	88	84	83	84	92	80	82	82	79	76	74	82	76	71	68	70	77
187	89	89	85	84	84	93	81	83	82	79	76	75	82	77	71	68	70	77
188	90	89	85	84	85	93	81	83	83	80	77	75	83	77	71	68	71	78
189	90	90	86	85	85	94	81	83	83	80	77	76	83	77	72	69	71	78
190	91	90	86	86	86	94	82	84	84	81	78	76	84	78	72	69	71	78
191	91	91	87	86	86	95	82	84	84	81	78	76	84	78	74	70	72	79
192	92	92	87	86	87	95	83	85	85	82	78	77	85	79	74	70	72	80
193	92	92	88	87	87	96	83	85	85	82	79	78	85	79	74	70	73	80
194	93	93	88	87	88	97	84	86	86	83	79	78	86	80	75	71	73	81
195	93	93	89	88	88	97	84	86	86	83	80	78	86	80	75	71	74	81
196	95	94	89	88	89	98	85	87	87	84	80	79	87	81	76	72	74	81
197	95	94	90	89	89	98	85	87	87	84	81	79	87	81	76	72	74	82
198	96	95	90	89	90	99	85	87	88	85	81	80	88	81	76	72	75	82
199	96	95	90	90	90	99	86	88	88	85	81	80	88	82	77	73	75	83
200	97	96	91	90	90	99	86	88	88	85	82	80	88	82	77	73	75	83
201	97	96	91	90	91	100	87	89	89	86	82	81	89	83	78	74	76	83
202	98	96	92	91	91	100	87	89	89	86	83	81	89	83	78	74	76	84
203	98	97	92	91	92	101	87	89	90	87	83	82	90	83	78	74	77	84
204	98	97	92	91	92	102	88	90	90	87	83	82	90	84	78	74	77	85
205	99	98	93	92	93	102	88	90	91	88	83	82	91	84	79	75	77	85
206	99	98	93	92	93	103	89	91	91	88	84	83	91	85	79	75	78	86
207	100	99	95	93	94	103	89	91	92	88	84	83	92	85	80	76	78	86
208	100	99	95	93	94	104	90	92	92	89	85	84	92	86	80	76	78	86
209	101	100	96	95	96	104	90	92	92	89	85	84	92	86	80	76	79	87
210	101	100	96	95	96	104	90	92	93	90	86	84	93	86	81	77	79	87
211	102	101	97	96	96	105	91	93	93	90	86	85	93	87	81	77	80	87
212	102	101	97	96	96	105	91	93	94	91	86	85	94	87	82	78	80	88
213	103	102	98	97	97	107	92	94	95	91	87	86	95	88	82	78	81	89
214	103	103	98	97	97	107	92	94	95	92	87	86	95	88	82	78	81	89
215	104	103	99	98	98	108	93	95	95	92	88	87	96	89	83	79	81	90
216	104	104	99	98	98	108	93	96	96	93	88	87	96	89	83	79	82	90
217	105	104	100	99	99	108	95	97	96	93	89	88	96	90	84	80	82	90
218	106	105	100	99	99	109	96	97	97	94	89	88	97	90	84	80	83	91
219	106	105	101	100	100	110	96	98	98	94	90	89	98	91	85	81	83	92
220	107	106	101	100	100	110	96	98	98	95	90	89	98	91	85	81	84	92
221	107	106	102	101	101	111	97	99	99	95	91	90	98	92	86	82	84	92
222	108	107	102	102	102	112	97	99	99	96	91	90	100	92	86	82	85	93
223	108	108	103	102	102	113	98	100	100	96	92	91	100	93	86	82	85	94
224	109	108	103	103	103	113	98	100	100	97	92	91	100	93	87	83	86	94
225	109	109	104	103	103	113	99	101	101	97	92	92	101	94	87	83	86	95

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

mend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																						
	37.5 K	37.5 L	37.5 M	37	36.5	36	5 or 35		35K	35L	32.5		32.5 J	32.5 K	32	32S o	30		29.5	29	6 or 27.5	
	COLUMN																					
	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	B	A	A	A	B
157	57	54	57	58	57	57	55	61	53	50	51	56	46	48	50	48	47	52	46	48	43	48
158	57	54	58	58	58	57	55	61	53	50	51	57	47	49	51	48	47	52	47	46	43	48
159	57	54	58	59	58	57	56	61	54	51	52	57	47	49	51	48	48	53	47	46	44	48
160	57	54	58	59	58	58	56	62	54	51	52	57	47	49	51	48	48	53	47	46	44	48
161	58	55	58	60	58	58	56	62	54	51	52	58	47	49	52	49	48	53	47	47	44	49
162	58	55	59	60	59	58	57	62	54	51	53	58	48	50	52	49	49	53	48	47	45	49
163	59	56	59	60	59	59	57	63	55	52	53	58	48	50	52	49	49	54	48	47	45	49
164	59	56	60	61	60	59	57	63	55	52	53	59	48	50	52	50	49	54	48	48	45	50
165	59	56	60	61	60	59	58	64	56	53	54	59	49	51	53	50	50	55	49	48	45	50
166	60	57	60	61	61	60	58	64	56	53	54	59	49	51	53	50	50	55	49	48	46	50
167	60	57	61	62	61	60	58	64	56	53	54	60	49	51	53	51	50	55	49	48	46	51
168	60	57	61	62	61	60	59	65	57	54	55	60	50	53	54	51	50	56	50	49	46	51
169	61	58	62	63	62	61	59	65	57	54	55	60	50	53	54	51	51	56	50	49	46	51
170	61	58	62	63	62	61	60	65	57	54	55	61	50	53	54	52	51	56	50	49	47	51
171	61	58	62	63	62	62	60	66	57	54	56	61	50	53	55	52	51	56	50	50	47	52
172	62	59	62	64	63	62	60	66	58	55	56	61	51	54	55	52	52	57	51	50	47	52
173	62	59	63	64	63	62	61	67	58	55	56	62	51	54	56	52	52	57	51	50	48	52
174	62	59	63	64	64	63	61	67	58	55	57	62	51	54	56	53	52	57	51	50	48	53
175	63	60	64	65	64	63	61	68	59	56	57	63	52	55	56	53	53	58	52	51	48	53
176	63	60	64	65	64	63	62	68	59	56	57	63	52	55	56	53	53	58	52	51	48	53
177	63	60	64	65	65	64	62	68	59	56	58	63	52	55	57	54	53	59	52	51	49	54
178	64	61	65	66	65	64	62	69	60	57	58	64	53	56	57	54	53	59	53	52	49	54
179	64	61	65	66	65	64	63	69	60	57	58	64	53	56	57	54	54	59	53	52	49	54
180	65	62	66	67	66	65	63	69	60	57	59	64	53	56	58	54	54	59	53	52	50	54
181	65	62	66	67	66	65	63	70	61	58	59	65	54	57	58	55	54	60	53	52	50	55
182	65	62	66	67	66	66	64	70	61	58	59	65	54	57	58	55	55	60	54	53	50	55
183	65	62	66	68	67	66	64	70	61	58	59	65	54	57	59	55	55	60	54	53	50	55
184	66	63	67	68	67	66	64	71	61	58	60	66	54	57	59	56	55	61	54	53	51	56
185	66	63	67	68	68	67	65	71	62	59	60	66	55	58	59	56	56	61	55	54	51	56
186	66	63	68	69	68	67	65	72	62	59	60	67	55	58	60	56	56	62	55	54	51	56
187	67	64	68	69	68	67	65	72	63	60	61	67	55	58	60	56	56	62	55	54	51	57
188	67	64	68	70	69	68	66	72	63	60	61	67	56	59	60	57	56	62	55	55	52	57
189	68	65	69	70	69	68	66	73	63	60	61	68	56	59	60	57	57	62	56	55	52	57
190	68	65	69	70	69	68	67	73	64	61	62	68	56	59	61	57	57	63	56	55	52	57
191	68	65	70	71	70	69	67	74	64	61	62	68	57	60	61	58	57	63	56	55	53	58
193	69	66	70	71	70	69	68	74	64	61	63	69	57	60	62	58	58	64	57	56	53	58
194	69	66	70	72	71	70	68	75	65	62	63	69	57	60	62	58	58	64	57	56	53	59
195	69	66	71	72	71	70	68	75	65	62	63	70	58	61	62	59	59	65	58	57	54	59
196	70	67	71	73	72	71	69	76	65	62	64	70	58	61	63	59	59	65	58	57	54	59
197	70	67	72	73	72	71	69	76	66	63	64	71	58	61	63	59	59	65	58	57	54	60
198	71	68	72	73	72	71	69	76	66	63	64	71	59	62	63	60	59	65	58	57	54	60
199	71	68	72	74	73	72	70	77	66	63	65	71	59	62	64	60	60	66	59	58	55	60
200	71	68	73	74	73	72	70	77	67	64	65	72	59	62	64	60	60	66	59	58	55	61
201	72	69	73	74	73	72	70	77	67	64	65	72	59	62	64	61	60	66	59	58	55	61
202	72	69	74	75	74	73	71	78	68	65	66	72	60	63	65	61	61	67	60	59	56	61
203	72	69	74	75	74	73	71	78	68	65	66	72	60	63	65	61	61	67	60	59	56	61
204	72	69	74	75	74	73	71	78	68	65	66	73	60	63	65	61	61	67	60	59	56	62
205	74	70	74	76	75	74	72	79	68	65	67	73	60	63	66	62	62	68	60	59	56	62
206	74	70	75	76	75	74	72	79	68	65	67	74	61	64	66	62	62	68	61	60	57	62
207	75	71	76	77	76	75	72	80	69	66	67	74	61	64	66	62	62	68	61	60	57	63
208	75	71	76	77	76	75	73	80	69	66	68	74	61	64	67	62	62	69	61	60	57	63
209	75	71	76	77	76	75	73	81	70	67	68	75	62	65	67	63	63	69	62	61	57	63
210	76	72	76	78	77	76	74	81	70	67	68	75	62	65	67	63	63	69	62	61	58	64
211	76	72	77	78	77	76	74	81	70	67	69	75	62	65	68	63	63	70	62	61	58	64
212	76	72	77	78	77	76	74	82	71	68	69	76	63	66	68	64	64	70	63	61	58	64
213	77	73	78	79	78	77	75	82	71	68	69	76	63	66	68	64	64	70	63	62	59	64
215	77	73	78	80	78	77	75	83	71	68	70	77	63	66	69	64	65	71	63	62	59	65
216	78	74	78	80	79	78	76	83	72	69	70	77	64	67	69	65	65	71	64	63	59	65
217	78	74	79	80	79	78	76	84	72	69	71	78	64	67	69	65	65	72	64	63	60	66
218	78	74	79	81	80	78	76	84	72	69	71	78	64	67	70	65	65	72	64	63	60	66
219	79	75	80	81	80	79	77	84	74	70	71	78	65	68	70	66	66	72	65	64	60	66
220	79	75	80	81	80	79	77	85	74	70	72	79	65	68	70	66	66	73	65	64	61	67
221	79	75	80	82	81	80	77	85	74	70	72	79	65	68	71	66	66	73	65	64	61	67
222	80	76	81	82	81	80	78	85	75	71	72	79	66	69	71	67	67	73	65	64	61	67
223	80	76	81	83	81	80	78	86	75	71	72	80	66	69	71	67	67	74	66	65	61	67
224	81	77	82	83	82	81	78	86	75	71	73	80	66	69	72	67	67	74	66	65	62	68
226	81	77	82	84	82	81	79	87	76	72	73	81	67	70	72	68	68	75	67	66	62	68
227	81	77	82	84	83	82	79	88	76	72	74	81	67	70	73	68	68	75	67	66	62	69
228	82	78	83	84	83	82	80	88	76	72	74	82	67	70	73	68	68	75	67	66	63	69
229	82	78	83	85	84	82	80	88	77	73	74	82	68	71	73	69	69	76	68	66	63	69

For Explanation of Column A and Column B, see page 2 herein.

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BLANKET SUPPLEMENT NO. 424

Among "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																
	27.5 J	27.5 K	27.5 L	27.5 M	26	25		25J	25K	25L	25N	23.5	23.5 K	23J	23N	22.5	
	COLUMN																
	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	
157.	43	41	43	39	41	39	43	39	38	36	39	37	36	37	36	35	39
158.	43	42	43	40	41	40	44	40	38	36	40	37	36	37	37	36	39
159.	44	42	44	40	41	40	44	40	38	36	40	37	36	37	37	36	39
160.	44	42	44	40	42	40	44	40	38	36	40	38	36	37	37	36	40
161.	44	42	44	40	42	40	44	40	39	37	40	38	36	37	37	36	40
162.	45	42	45	40	42	41	45	41	39	37	40	38	37	38	37	36	40
163.	45	43	45	41	42	41	45	41	39	37	41	38	37	38	38	37	40
164.	45	43	45	41	43	41	45	41	39	37	41	39	37	38	38	37	41
165.	45	43	45	41	43	41	46	41	40	38	41	39	37	38	38	37	41
166.	46	44	46	42	43	42	46	42	40	38	42	39	37	39	38	37	41
167.	46	44	46	42	43	42	46	42	40	38	42	39	38	39	38	38	41
168.	46	44	46	42	44	42	46	42	40	38	42	39	38	39	38	38	42
169.	46	44	46	42	44	42	47	42	41	39	42	40	38	39	38	38	42
170.	47	45	47	43	44	43	47	43	41	39	43	40	38	40	39	38	42
171.	47	45	47	43	44	43	47	43	41	39	43	40	38	40	39	38	42
172.	47	45	47	43	45	43	47	43	41	39	43	40	39	40	39	39	43
173.	48	45	48	43	45	43	48	43	41	39	43	41	39	41	39	39	43
174.	48	45	48	43	45	44	48	44	42	40	43	41	39	41	39	39	43
175.	48	46	48	44	46	44	48	44	42	40	44	41	40	41	40	40	44
176.	48	46	48	44	46	44	49	44	42	40	44	41	39	41	40	39	43
177.	49	46	49	44	46	44	49	44	42	40	44	41	40	41	40	40	44
178.	49	47	49	45	46	45	49	45	43	41	45	42	40	42	41	40	44
179.	49	47	49	45	47	45	49	45	43	41	45	42	40	42	41	40	44
180.	50	47	50	45	47	45	50	45	43	41	45	43	41	43	41	41	45
181.	50	47	50	45	47	45	50	46	43	41	45	43	41	43	41	41	45
182.	50	47	50	45	47	46	50	46	43	41	45	43	41	43	41	41	45
183.	50	48	50	46	48	46	50	46	44	42	46	43	41	43	42	41	45
184.	51	48	51	46	48	46	51	46	44	42	46	43	41	43	42	41	45
185.	51	48	51	46	48	46	51	46	44	42	46	43	41	43	42	42	46
186.	51	48	51	46	48	47	51	47	44	42	46	44	42	43	42	42	46
187.	51	49	51	47	49	47	52	47	45	43	47	44	42	43	43	42	46
188.	52	49	52	47	49	47	52	47	45	43	47	44	42	44	43	42	47
189.	52	49	52	47	49	47	52	47	45	43	47	44	42	44	43	43	47
190.	52	50	52	48	49	48	52	48	45	43	48	45	43	44	44	43	47
191.	53	50	53	48	50	48	53	48	46	44	48	45	43	45	44	43	47
192.	53	50	53	48	50	48	53	48	46	44	48	45	43	45	44	43	47
193.	53	50	53	48	50	49	53	49	46	44	48	46	43	45	44	44	48
194.	54	51	54	49	51	49	54	49	46	44	49	46	44	46	44	44	48
195.	54	51	54	49	51	49	54	49	47	45	49	46	44	46	44	44	49
196.	54	51	54	49	51	49	54	49	47	45	49	46	44	46	44	44	49
197.	54	53	54	50	51	50	55	50	47	45	50	47	44	46	44	44	49
198.	55	53	55	50	52	50	55	50	47	45	50	47	45	47	45	45	49
199.	55	53	55	50	52	50	55	50	48	46	50	47	45	47	45	45	49
200.	55	53	55	50	52	50	55	50	48	46	50	47	45	47	45	45	50
201.	55	53	55	50	52	50	55	50	48	46	50	47	45	47	45	45	50
202.	56	54	56	51	53	51	56	51	48	46	51	47	45	48	46	45	50
203.	56	54	56	51	53	51	56	51	48	46	51	48	45	48	46	46	50
204.	56	54	56	51	53	51	56	51	48	46	51	48	45	48	46	46	50
205.	56	54	56	51	53	51	57	51	49	47	51	48	46	48	46	46	51
206.	57	54	57	51	54	52	57	52	49	47	51	48	46	48	46	46	51
207.	57	55	57	52	54	52	57	52	49	47	52	49	46	48	47	47	51
208.	57	55	57	52	54	52	57	52	49	47	52	49	46	48	47	47	52
209.	57	55	57	52	54	52	58	52	50	48	52	49	47	48	47	47	52
210.	58	56	58	53	55	53	58	53	50	48	53	49	47	49	48	47	52
211.	58	56	58	53	55	53	58	53	50	48	53	50	47	49	48	47	52
212.	58	56	58	53	55	53	58	53	50	48	53	50	47	49	48	48	52
213.	59	56	59	53	55	53	59	53	51	49	53	50	48	50	48	48	53
214.	59	57	59	54	56	54	59	54	51	49	54	51	48	50	48	48	53
215.	59	57	59	54	56	54	60	54	51	49	54	51	48	50	49	48	53
216.	60	57	60	54	56	54	60	54	51	49	54	51	48	50	49	49	54
217.	60	57	60	54	57	55	60	55	53	50	54	51	49	51	49	49	54
218.	60	58	60	55	57	55	60	55	53	50	55	51	49	51	50	49	54
219.	61	58	61	55	57	55	61	55	53	50	55	52	49	51	50	50	54
220.	61	58	61	55	57	55	61	55	53	50	55	52	49	52	50	50	54
221.	61	59	61	56	58	56	61	56	54	51	56	52	49	52	51	50	55
222.	61	59	61	56	58	56	61	56	54	51	56	52	50	52	51	50	55
223.	62	59	62	56	58	56	62	56	54	51	56	53	50	53	51	50	55
224.	62	59	62	56	59	57	62	57	54	51	56	53	50	53	51	51	56
225.	62	60	62	57	59	57	63	57	55	52	57	53	50	53	51	51	56
226.	63	60	63	57	59	57	63	57	55	52	57	54	51	54	51	51	56
227.	63	60	63	57	60	57	63	57	55	52	57	54	51	54	51	52	57
228.	63	60	63	57	60	57	63	57	55	52	57	54	51	54	51	52	57
229.	63	60	63	57	60	57	63	57	55	52	57	54	51	54	51	52	57

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Adding "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES 22.5 J	22.5 K	22.5 L	22.5 M	21	20		20J	19	18	17.5	17.5 J	17.5 K	16
	COLUMN A	A	A	A	A	A	B	A	A	A	A	A	A	A
151	35	34	32	33	33	31	35	31	30	28	27	26	27	[illegible]
158	36	34	32	33	33	32	35	32	30	28	28	26	28	28
159	36	35	33	35	33	32	35	32	30	29	28	26	28	28
160	36	35	33	34	34	32	35	32	30	29	28	28	28	28
161	36	35	33	34	34	32	35	32	31	29	28	27	28	28
162	36	35	33	34	34	32	36	32	31	29	28	27	29	28
163	37	35	33	34	34	33	36	33	31	29	29	27	29	26
164	37	36	34	35	34	33	36	33	31	30	29	27	29	26
165	37	36	34	35	35	33	36	33	31	30	29	27	29	26
166	37	36	34	35	35	33	37	33	32	30	29	27	29	27
167	38	36	34	35	35	33	37	33	32	30	29	28	29	27
168	38	36	34	35	35	34	37	34	32	30	29	28	29	27
169	38	37	35	36	35	34	37	34	32	30	30	28	30	27
170	38	37	35	37	36	34	37	34	32	31	30	28	30	27
171	38	37	35	36	36	34	38	34	33	31	30	28	30	27
172	39	37	35	36	36	34	38	34	33	31	30	28	30	28
173	39	37	35	36	36	35	38	35	33	31	30	28	30	28
174	39	38	36	37	37	35	38	35	33	31	30	29	30	28
175	39	38	36	37	37	35	39	35	33	32	31	29	31	28
176	40	38	36	37	37	35	39	35	33	32	31	29	31	28
177	40	38	36	37	37	35	39	35	34	32	31	29	31	28
178	40	38	36	37	37	36	39	36	34	32	31	29	31	28
179	40	39	37	38	38	36	39	36	34	33	31	30	31	29
180	41	39	37	38	38	36	40	36	34	33	32	30	32	29
181	41	39	37	39	38	36	40	36	34	33	32	30	32	29
182	41	39	37	38	38	36	40	36	35	33	32	30	32	29
183	41	39	37	38	38	37	40	37	35	33	32	30	32	29
184	41	40	38	39	39	37	40	37	35	33	32	30	32	29
185	42	40	38	39	39	37	41	37	35	33	32	30	32	30
186	42	40	38	39	39	37	41	37	35	33	33	32	33	30
187	42	40	38	39	39	37	41	37	36	34	33	32	33	30
188	42	40	38	39	39	38	41	38	36	34	33	32	33	30
189	43	41	39	40	40	38	42	38	36	34	33	32	33	30
190	43	41	39	40	40	38	42	38	36	34	33	32	33	30
191	43	41	39	40	40	38	42	38	36	34	33	32	33	31
193	43	41	39	40	41	39	42	39	37	35	34	33	34	31
194	44	42	40	41	41	39	43	39	37	35	34	33	34	31
195	44	42	40	41	41	39	43	39	37	35	34	33	34	31
196	44	42	40	41	41	39	43	39	37	35	34	33	34	31
197	44	42	40	41	41	39	43	39	37	35	34	33	34	32
198	45	43	41	42	42	40	44	40	38	36	35	34	35	32
199	45	43	41	42	42	40	44	40	38	36	35	34	35	32
200	45	43	41	42	42	40	44	40	38	36	35	34	35	32
201	45	43	41	42	42	40	44	40	38	36	35	34	35	32
202	45	43	41	42	42	40	44	40	38	36	35	34	35	32
203	46	44	42	44	43	41	45	41	39	37	36	34	36	32
204	46	44	42	43	43	41	45	41	39	37	36	34	36	33
205	46	44	42	43	43	41	45	41	39	37	36	34	36	33
206	46	44	42	43	43	41	45	41	39	37	36	35	36	33
207	47	44	42	43	43	41	46	41	39	37	36	35	36	33
208	47	45	43	44	44	42	46	42	40	37	36	35	36	33
209	47	45	43	44	44	42	46	42	40	38	37	35	37	33
210	47	45	43	44	44	42	46	42	40	38	37	35	37	34
211	47	45	43	44	44	42	46	42	40	38	37	36	37	34
212	48	45	43	44	45	42	47	42	40	38	37	36	37	34
213	48	46	44	45	45	43	47	43	40	38	37	36	37	34
216	48	46	44	45	45	43	47	43	41	39	38	36	38	34
217	49	46	44	45	45	43	48	43	41	39	38	36	38	35
218	49	47	45	46	46	44	48	44	41	39	38	37	38	35
219	49	47	45	46	46	44	48	44	42	39	38	37	38	35
220	50	47	45	46	46	44	48	44	42	39	38	37	38	35
221	50	47	45	46	46	44	49	44	42	40	39	37	39	35
222	50	47	45	46	46	44	49	44	42	40	39	37	39	35
223	50	47	45	46	47	44	49	44	42	40	39	37	39	36
224	50	48	46	47	47	45	49	46	42	40	39	38	39	36
226	51	48	46	47	47	45	49	45	43	40	39	38	39	36
227	51	48	46	47	47	45	50	45	43	41	40	38	40	36
228	51	48	46	47	48	45	50	45	43	41	40	38	40	36
229	51	49	47	48	48	46	50	46	43	41	40	38	40	36
	52	49	47	48	48	46	50	46	44	41	40	38	40	37

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																
	1 or 100		100K	87	2 or 85		85K	80	77.5		75		73.5	72	3 A25 or 70		70K
	COLUMN																
	A	B	A	A	A	B	A	A	A	B	A	B	A	A	A	B	A
230	230	253	219	200	196	215	187	184	178	196	173	190	169	166	161	177	153
231	231	254	221	201	196	216	188	185	179	197	173	191	170	166	162	178	154
232	232	255	222	202	197	217	188	186	180	198	174	191	171	167	162	179	155
233	233	256	223	203	198	218	189	186	181	198	175	192	171	168	163	179	155
234	234	257	224	204	199	218	190	187	181	199	176	193	172	168	164	180	156
235	235	259	225	204	200	220	191	188	182	201	176	194	173	169	165	181	158
236	236	260	226	205	201	221	192	189	183	202	177	195	173	170	165	182	159
237	237	261	226	206	201	222	192	190	184	202	178	196	174	171	166	183	159
238	238	262	227	207	202	223	193	190	184	203	179	197	175	171	167	183	159
239	239	263	228	208	203	224	193	191	185	204	179	197	176	172	167	184	160
240	240	264	229	209	204	224	194	192	186	205	180	198	176	173	168	185	161
241	241	265	230	210	205	225	195	193	187	206	181	199	177	174	169	186	161
242	242	266	231	211	206	226	196	194	188	206	182	200	178	174	169	186	162
243	243	267	232	211	207	227	197	194	188	207	182	200	179	175	170	187	163
244	244	268	233	212	207	228	198	196	189	208	183	201	179	176	171	188	163
245	245	270	234	213	207	228	200	196	190	209	184	203	180	176	172	189	164
246	246	271	235	214	208	230	200	197	191	210	185	203	181	177	172	190	165
247	247	272	236	215	209	230	201	198	191	211	185	204	182	178	173	190	166
248	248	273	236	216	210	231	201	198	192	212	186	205	182	179	174	191	166
249	249	274	237	217	211	232	202	199	193	213	187	206	183	179	174	192	166
250	250	276	238	218	212	233	203	200	194	214	188	206	184	180	175	193	167
251	251	276	239	218	213	234	204	201	195	215	188	207	184	181	176	193	168
252	252	277	240	219	213	235	205	202	196	215	189	208	185	181	176	194	168
253	253	278	242	220	214	235	206	202	196	216	190	209	186	182	177	195	169
254	254	279	243	221	215	236	206	203	197	218	191	209	187	183	178	195	170
255	255	281	244	222	216	237	207	204	198	219	191	211	187	184	179	197	170
256	256	282	245	223	217	239	208	206	198	219	192	212	188	184	179	197	171
257	257	283	246	224	218	240	209	206	199	220	193	212	189	185	180	198	172
258	258	284	247	224	219	241	210	206	200	220	194	213	190	186	181	199	173
259	259	285	247	225	220	242	210	207	201	221	194	214	190	186	181	200	173
260	260	286	248	226	221	243	211	208	202	222	195	215	191	187	182	200	174
261	261	287	249	227	222	244	211	209	202	223	196	215	192	188	183	201	174
262	262	288	250	228	223	245	212	210	203	224	197	216	193	189	183	202	175
263	263	289	251	229	224	246	213	210	204	225	197	217	193	189	184	202	175
264	264	290	252	230	224	247	214	211	205	225	198	218	194	190	185	203	176
265	265	292	253	231	225	248	215	212	206	226	199	219	196	191	186	204	177
266	266	293	254	231	226	249	216	213	206	227	200	220	196	192	186	205	177
267	267	294	255	232	227	250	217	214	207	228	200	221	196	192	187	206	178
268	268	295	256	233	228	251	217	214	208	229	201	221	197	193	188	207	180
269	269	296	257	234	229	252	218	215	208	230	202	222	198	194	188	207	181
270	270	297	257	235	230	252	218	216	209	230	203	223	198	194	189	208	181
271	271	298	258	236	230	253	219	217	210	231	203	224	199	195	190	209	181
272	272	299	259	237	231	254	221	218	211	232	204	224	200	196	190	209	182
273	273	300	260	238	232	255	222	218	212	233	206	225	201	197	191	210	183
274	274	301	261	238	233	256	223	219	212	233	206	226	201	197	192	211	183
275	275	303	263	239	234	258	224	220	213	235	208	227	202	198	193	212	184
276	276	304	264	240	235	258	224	221	214	236	207	228	203	199	193	213	185
277	277	305	265	241	235	259	225	222	215	236	208	229	204	199	194	214	186
278	278	306	266	242	236	260	226	222	215	237	209	230	204	200	195	214	186
279	279	307	267	243	237	261	227	223	216	238	209	230	205	201	195	215	187
280	280	308	268	244	238	262	228	224	217	239	210	231	206	202	196	216	188
281	281	309	268	244	239	263	228	225	218	239	211	232	207	202	197	216	188
282	282	310	269	245	240	264	229	226	219	240	212	233	207	203	197	217	188
283	283	311	270	246	241	264	229	225	219	241	213	233	208	204	198	218	189
284	284	312	271	247	241	265	230	227	220	242	213	234	209	204	199	218	190
285	285	314	272	248	242	267	231	228	221	243	214	236	209	206	200	220	190
286	286	315	273	249	243	268	232	229	222	244	215	236	210	206	200	221	191
287	287	316	274	250	244	269	233	230	222	245	215	237	211	207	201	221	192
288	288	317	275	251	245	269	234	230	223	246	216	238	212	207	202	222	192
289	289	318	276	251	246	270	235	231	224	246	217	239	212	208	202	223	193
290	290	319	277	252	247	271	236	232	225	247	218	239	213	209	203	223	194
291	291	320	278	253	247	272	236	233	226	248	218	240	214	210	204	224	195
292	292	321	278	254	248	273	236	234	226	249	219	241	215	210	204	225	196
293	293	322	279	255	249	274	237	234	227	250	220	242	215	211	205	225	196
294	294	323	280	256	250	275	238	235	228	250	221	242	216	212	206	226	196
295	295	325	281	257	251	276	239	236	229	252	221	244	217	212	207	228	197
296	296	326	282	258	252	277	240	237	229	253	222	245	218	213	207	228	197
297	297	327	282	259	252	278	242	238	230	253	223	245	218	214	208	229	198

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

...nd "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES- 65	63	63E	62K	60	60E	60K	57.5	57	R26 or 55	55J	55K	52	4 or 50	50J
	COLUMN A	B	A	A	A	A	B	A	A	A	A	B	A	B	A	A	A	A	B	A
10.	150	164	145	150¢	137	138	152	143¢	131	132	131	144	127	139	115	121	120	115	127	105
11.	150	165	146	151¢	137	139	152	144¢	132	133	132	145	127	140	116	122	120	116	127	106
12.	151	166	146	151¢	138	139	153	144¢	133	133	132	145	128	140	116	122	121	116	128	106
13.	151	166	147	152¢	138	140	154	145¢	133	134	133	146	128	141	117	123	121	117	128	106
14.	152	167	147	152¢	139	140	154	145¢	134	135	133	146	129	141	117	123	122	117	129	107
15.	153	168	148	153¢	140	141	155	146¢	134	135	134	148	130	142	118	124	122	118	130	107
16.	153	169	149	154¢	140	142	156	147¢	135	136	135	148	130	143	118	124	123	118	130	108
17.	154	170	149	154¢	140	142	157	147¢	135	136	135	149	130	144	118	124	123	119	131	108
18.	155	170	150	155¢	141	143	157	148¢	137	137	136	149	131	144	119	125	124	119	131	108
19.	155	171	151	156¢	142	143	158	148¢	137	137	136	150	131	145	119	125	124	120	132	109
20.	156	172	151	156¢	142	144	158	149¢	138	138	137	150	132	145	120	126	125	120	132	109
21.	157	172	152	157¢	143	145	159	150¢	138	139	137	151	133	146	120	126	125	121	133	110
22.	157	173	152	157¢	143	145	160	150¢	139	139	138	152	133	146	121	127	126	121	133	110
23.	158	174	153	158¢	144	146	160	151¢	140	140	139	152	134	147	122	128	126	122	134	111
24.	159	174	154	159¢	145	146	161	151¢	140	140	139	153	134	147	122	128	127	122	134	111
25.	159	176	154	159¢	145	147	162	152¢	141	141	140	154	135	149	123	129	127	123	135	112
26.	160	176	155	160¢	146	148	163	153¢	141	141	140	154	135	149	123	129	128	123	136	112
27.	161	177	156	161¢	147	148	163	153¢	142	142	141	155	136	150	124	130	128	124	136	113
28.	161	177	156	161¢	147	149	164	154¢	142	143	141	156	136	150	124	130	129	124	137	113
29.	162	178	157	162¢	147	149	164	154¢	143	143	142	156	137	151	124	130	129	125	137	113
30.	163	179	158	163¢	148	150	165	155¢	143	144	143	157	138	151	125	131	130	125	138	114
31.	163	179	158	163¢	148	151	166	156¢	144	144	143	157	138	151	125	131	131	126	138	114
32.	164	180	159	164¢	149	151	166	156¢	144	145	144	158	139	152	126	132	131	126	139	115
33.	164	181	159	164¢	150	152	167	157¢	145	145	144	158	139	153	127	133	132	127	139	115
34.	165	181	160	165¢	150	152	167	157¢	146	146	145	159	140	153	127	133	132	127	140	116
35.	166	183	161	166¢	151	153	169	158¢	146	147	145	160	140	155	128	134	133	128	141	116
36.	166	183	161	166¢	151	154	169	159¢	147	147	146	161	141	155	128	134	133	128	141	117
37.	167	184	162	167¢	152	154	170	159¢	147	148	146	161	141	156	129	136	134	129	142	117
38.	168	185	163	168¢	153	155	170	160¢	148	148	147	162	142	156	129	135	134	129	142	118
39.	168	185	163	169¢	153	155	171	160¢	148	149	148	162	142	157	129	136	135	130	143	118
40.	169	186	164	169¢	153	156	172	161¢	149	150	148	163	143	157	130	137	136	130	143	118
41.	170	187	164	169¢	154	157	172	162¢	149	150	149	164	144	158	130	137	136	131	144	119
42.	170	187	165	170¢	155	157	173	162¢	150	151	149	164	144	158	131	138	136	131	144	119
43.	171	188	166	171¢	155	158	173	163¢	150	151	150	165	145	159	131	138	137	132	145	120
44.	172	189	166	171¢	156	158	174	163¢	151	152	150	165	145	160	132	139	137	132	145	120
45.	172	190	167	172¢	156	159	175	164¢	152	152	151	166	146	161	133	140	138	133	146	121
46.	173	190	168	173¢	158	160	176	165¢	152	153	152	167	146	161	133	140	138	133	147	121
47.	174	191	168	173¢	159	160	176	165¢	153	154	152	168	147	162	134	141	139	134	147	122
48.	174	192	169	174¢	159	161	177	166¢	153	154	153	168	147	162	134	141	139	134	148	122
49.	175	192	169	174¢	160	161	178	166¢	154	155	153	169	148	163	135	142	140	135	148	123
50.	176	193	170	175¢	160	162	178	167¢	154	156	154	169	149	163	135	142	140	135	149	123
51.	176	194	171	176¢	161	163	179	168¢	155	156	154	170	149	164	135	142	141	136	149	123
52.	177	194	171	176¢	161	163	179	168¢	155	156	155	170	150	164	136	143	141	136	150	124
53.	177	195	172	177¢	162	164	180	169¢	156	157	156	171	150	165	136	143	142	137	150	124
54.	178	196	173	178¢	162	164	181	169¢	156	158	156	172	151	166	137	144	142	137	151	125
55.	179	197	173	178¢	163	165	182	170¢	158	158	157	173	151	167	138	145	143	138	152	125
56.	179	198	174	179¢	164	166	182	171¢	159	159	157	173	152	167	138	145	144	138	152	126
57.	180	198	175	180¢	164	166	183	171¢	159	159	158	174	152	168	139	146	144	139	153	126
58.	181	199	175	180¢	165	167	184	172¢	160	160	158	174	153	168	139	146	145	139	153	127
59.	181	200	176	181¢	165	167	184	172¢	160	160	159	175	153	169	140	147	145	140	154	127
60.	182	200	176	181¢	166	168	185	173¢	161	161	160	176	154	169	140	147	146	140	154	128
61.	183	201	177	182¢	166	169	186	174¢	161	162	160	176	155	170	140	147	146	141	155	128
62.	183	202	178	183¢	167	169	186	174¢	162	162	161	177	155	171	141	148	147	141	155	128
63.	184	202	178	183¢	167	170	187	175¢	162	163	161	177	156	171	141	148	147	142	156	129
64.	185	203	179	184¢	168	170	187	175¢	163	163	162	178	156	172	142	149	148	142	156	129
65.	185	204	180	185¢	169	171	188	176¢	163	164	162	179	157	173	142	149	148	143	157	130
66.	186	205	180	185¢	169	172	189	177¢	164	164	163	180	157	173	143	150	149	143	158	130
67.	187	205	181	186¢	170	172	190	177¢	165	165	164	180	158	174	144	151	149	144	158	131
68.	187	206	181	186¢	170	173	190	178¢	165	166	164	181	158	174	144	151	150	144	159	131
69.	188	207	182	187¢	171	173	191	178¢	166	166	165	181	159	175	145	152	150	145	159	132
70.	189	207	183	188¢	172	174	191	179¢	166	167	165	182	160	175	145	152	151	145	160	132
71.	189	208	183	188¢	172	175	192	180¢	167	167	166	182	160	176	146	153	151	146	160	133
72.	190	209	184	189¢	172	175	193	180¢	167	168	166	183	161	177	146	153	152	146	161	133
73.	190	209	185	190¢	173	176	193	181¢	168	168	167	184	161	177	146	153	152	147	161	133
74.	191	210	185	190¢	174	176	194	181¢	168	169	168	184	162	178	147	154	153	147	162	134
75.	192	211	186	191¢	174	177	195	182¢	169	170	168	185	162	179	147	154	153	148	163	134
76.	192	212	186	191¢	175	178	196	183¢	169	170	169	186	163	179	148	155	154	148	163	135
77.	193	213	187	192¢	175	178	196	183¢	170	171	169	186	163	180	149	156	154	149	164	136

For Explanation of Column A and Column B, see page 2 herein.

1831

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																	
	50K	47.5	47.5K	47K	45		45K	45S	44	42.5	42.5K	40		40J	40K	40L	37.5	
	COLUMN																	
	A	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	
230.	110	109	104	104	104	114	99	101	101	98	93	92	101	94	88	84	86	
231.	110	110	106	104	104	114	100	102	102	98	93	92	102	95	88	84	87	
232.	111	110	106	104	104	115	100	102	102	99	95	98	102	96	88	84	87	
233.	111	111	106	106	106	115	100	102	103	99	95	93	102	96	89	85	87	
234.	112	111	106	106	106	116	101	103	103	99	96	94	103	96	89	85	88	
235.	112	112	107	106	106	117	101	103	103	100	96	94	104	96	90	86	88	
236.	113	112	107	106	106	117	102	104	104	100	96	94	104	97	90	86	88	
237.	113	113	107	106	107	117	102	104	104	101	96	96	104	97	90	86	89	
238.	113	113	108	107	107	118	102	104	105	101	97	95	105	97	90	86	89	
239.	114	114	108	107	108	118	103	105	106	102	97	96	105	98	91	87	90	
240.	114	114	109	107	108	119	103	106	106	102	98	96	106	98	91	87	90	
241.	116	114	109	108	108	119	104	106	106	102	98	98	106	99	92	88	90	
242.	116	115	110	108	109	120	104	106	106	103	99	97	106	99	92	88	91	
243.	117	115	110	109	109	120	104	106	107	103	99	97	107	99	92	88	91	
244.	117	116	110	109	110	121	105	107	107	104	99	98	107	100	93	89	92	
245.	118	116	111	110	110	122	105	107	108	104	100	98	108	100	93	89	92	
246.	118	117	111	110	111	122	106	108	108	105	100	98	108	101	95	90	92	
247.	119	117	112	111	111	122	106	108	109	105	101	99	109	101	95	90	93	
248.	119	118	112	111	112	123	106	109	109	106	101	99	109	101	95	90	93	
249.	119	118	112	111	112	123	107	109	110	106	101	100	110	102	96	90	93	
250.	120	119	113	112	113	124	107	109	110	106	101	100	110	102	96	91	94	
251.	120	119	113	112	113	124	108	110	110	107	102	100	110	103	96	91	94	
252.	121	120	114	113	113	125	108	110	111	107	102	101	111	103	97	92	95	
253.	121	120	114	113	114	125	109	111	111	108	103	101	111	104	97	92	95	
254.	122	121	116	114	114	126	109	111	112	108	103	102	112	104	97	92	95	
255.	122	121	116	114	115	126	109	111	112	108	104	102	112	104	98	93	96	
256.	123	122	117	116	115	127	110	112	113	109	104	103	113	105	98	93	96	
257.	123	122	117	116	116	127	110	112	113	109	104	103	113	105	99	94	96	
258.	124	123	118	116	116	128	111	113	114	110	105	103	114	106	99	94	97	
259.	124	123	118	116	117	128	111	113	114	110	106	104	114	106	99	94	97	
260.	124	124	118	117	117	129	111	113	114	111	106	104	114	106	99	94	98	
261.	125	124	119	117	117	129	112	114	115	111	106	104	115	107	100	95	98	
262.	125	124	119	118	118	130	112	114	115	111	106	105	115	107	100	95	99	
263.	126	125	120	118	118	130	113	115	116	112	107	105	116	108	101	96	99	
264.	126	125	120	119	119	131	113	115	116	112	107	106	116	108	101	96	99	
265.	127	126	120	119	119	131	113	115	117	113	107	106	117	108	101	96	99	
266.	127	126	121	120	120	132	114	116	117	113	108	106	117	109	102	97	100	
267.	128	127	121	120	120	132	114	116	117	113	108	107	118	109	102	97	100	
268.	128	127	122	121	121	133	116	118	118	114	109	107	118	110	103	98	101	
269.	129	128	122	121	121	133	116	118	118	114	109	108	118	110	103	98	101	
270.	129	128	122	121	122	134	116	118	119	115	109	108	119	110	103	98	101	
271.	129	128	123	122	122	134	117	119	119	115	110	108	119	111	103	98	102	
272.	130	129	123	122	122	135	117	119	120	116	110	109	120	111	104	99	102	
273.	130	130	124	123	123	135	118	120	120	116	110	109	120	112	104	99	103	
274.	131	130	124	123	123	135	118	120	121	116	111	110	120	112	105	100	103	
275.	131	131	125	124	124	136	119	121	121	117	111	110	121	113	106	100	103	
276.	132	131	125	124	124	137	119	121	121	117	112	110	122	113	106	100	104	
277.	132	132	126	124	125	137	119	121	122	118	112	111	122	113	106	101	104	
278.	133	132	126	125	125	138	120	122	122	118	113	111	122	114	106	101	104	
279.	133	133	127	125	126	138	120	122	123	119	113	112	123	114	107	102	105	
280.	134	133	127	126	126	139	121	123	123	119	113	112	123	115	107	102	105	
281.	134	133	127	126	126	139	121	123	124	119	113	112	124	115	107	102	106	
282.	134	134	128	126	127	140	121	123	124	120	114	113	124	115	107	102	106	
283.	135	134	128	127	127	140	122	124	125	120	114	113	124	116	108	103	106	
284.	135	135	129	127	128	140	122	124	125	121	116	114	126	116	108	103	107	
285.	137	135	129	128	128	141	123	125	125	121	116	114	126	117	109	104	107	
286.	137	136	130	128	129	142	123	126	126	122	117	114	126	117	109	104	107	
287.	138	136	130	129	129	142	123	126	126	122	117	115	126	117	109	104	108	
288.	138	137	130	129	130	143	124	126	127	122	117	115	127	118	110	105	108	
289.	139	137	131	130	130	143	124	126	127	123	118	116	127	118	110	106	109	
290.	139	138	131	130	131	144	125	127	128	123	118	116	128	119	111	106	109	
291.	140	139	132	131	131	144	125	127	128	124	119	116	128	119	111	106	109	
292.	140	139	132	131	131	144	125	127	128	124	119	117	128	119	111	106	110	
293.	140	139	132	131	132	145	126	128	129	125	119	117	129	120	111	106	110	
294.	141	140	133	131	132	145	126	128	129	125	119	118	129	120	112	107	110	
295.	141	140	133	132	133	146	127	129	130	126	120	118	130	121	112	107	111	
296.	142	141	134	132	133	147	127	129	130	126	120	118	130	121	113	108	111	
297.	142	141	134	133	134	147	128	130	131	126	121	119	131	122	113	108	112	

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES																					
	37.5X	37.5L	37.5M	37	36.5	36	5 or 35		35X	35L	32.5		32.5J	32.5X	32	32S	30		29.5	29	6 or 27.5	
	COLUMN																					
	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	B	A	A	A	B
230.	82	78	84	89	84	93	81	89	77	73	75	82	68	71	74	69	69	76	68	67	63	70
231.	83	79	84	85	84	93	81	89	78	74	75	83	68	71	74	69	69	76	68	67	64	70
232.	83	79	84	86	85	94	81	89	78	74	75	83	69	72	74	70	70	77	68	67	64	70
233.	84	80	85	86	85	94	82	90	78	74	76	83	69	72	75	70	70	77	69	68	64	70
234.	84	80	85	87	85	94	82	90	79	75	76	84	69	72	75	70	70	77	69	68	64	71
235.	84	80	86	87	86	95	82	91	79	75	76	84	70	74	75	70	71	78	69	68	65	71
236.	85	81	86	87	86	95	83	91	79	75	77	85	70	74	76	71	71	78	70	69	65	72
237.	85	81	86	88	87	95	83	91	79	75	77	85	70	74	76	71	71	78	70	69	65	72
238.	85	81	86	88	87	96	83	92	80	76	77	85	70	74	76	71	71	79	70	69	65	72
239.	85	81	87	88	87	96	84	92	80	76	78	85	71	75	76	71	72	79	71	69	66	72
240.	86	82	87	89	88	96	84	92	80	76	78	86	71	75	77	72	72	79	71	70	66	73
241.	86	82	88	89	88	97	84	93	81	77	78	86	71	75	77	72	72	80	71	70	66	73
242.	87	83	88	90	88	97	85	93	81	77	79	86	72	76	77	72	73	80	71	70	67	73
243.	87	83	88	90	89	97	85	93	81	77	79	87	72	76	78	73	73	80	72	70	67	73
244.	87	83	89	90	89	98	85	94	82	78	79	87	72	76	78	73	73	80	72	71	67	74
245.	88	84	89	91	89	98	86	95	82	78	80	88	72	76	78	73	74	81	72	71	67	74
246.	88	84	90	91	90	99	86	95	82	78	80	88	73	77	79	74	74	81	73	71	68	75
247.	88	84	90	91	90	99	86	95	82	79	80	88	73	77	79	74	74	82	73	72	68	75
248.	88	84	90	92	91	99	87	96	83	79	81	89	73	77	79	74	74	82	73	72	68	75
249.	89	85	90	92	91	99	87	96	83	79	81	89	73	77	80	74	75	82	73	72	68	75
250.	89	85	91	93	91	99	88	96	83	79	81	89	74	78	80	75	75	83	74	73	69	76
251.	90	86	91	93	92	99	88	97	84	80	82	90	74	78	80	75	75	83	74	73	69	76
252.	90	86	92	93	92	91	88	97	84	80	82	90	74	78	81	75	76	83	74	73	69	76
253.	90	86	92	94	92	91	89	97	85	81	82	90	75	79	81	76	76	83	75	74	70	76
254.	91	87	92	94	93	91	89	98	85	81	83	91	75	79	81	76	76	84	75	74	70	77
255.	91	87	93	94	93	92	89	98	85	81	83	91	75	79	82	76	77	84	75	74	70	77
256.	91	87	93	95	93	92	90	99	86	82	83	92	76	80	82	77	77	85	76	74	70	78
257.	92	88	94	95	94	93	90	99	86	82	84	92	76	80	82	77	77	85	76	75	71	78
258.	92	88	94	95	94	93	90	99	86	82	84	92	76	80	83	77	77	85	76	75	71	78
259.	92	89	94	96	95	93	91	100	86	82	84	93	76	80	83	77	78	86	76	75	71	78
260.	93	89	94	96	95	94	91	100	87	83	85	93	77	81	83	78	78	86	77	75	72	79
261.	93	89	95	97	95	94	91	100	87	83	85	93	77	81	84	78	78	86	77	76	72	79
262.	93	89	95	97	96	94	92	101	87	83	85	94	77	81	84	78	79	86	77	76	72	79
263.	95	90	96	97	96	95	92	101	88	84	85	94	78	82	84	78	79	87	78	76	72	79
264.	95	90	96	98	96	95	92	102	88	84	86	94	78	82	84	79	79	87	78	77	73	80
265.	95	90	96	98	97	95	93	102	88	84	86	95	78	82	85	79	80	88	78	77	73	80
266.	96	91	97	98	97	96	93	103	89	85	86	95	79	83	85	79	80	88	78	77	73	81
267.	96	91	97	99	97	96	93	103	89	85	87	96	79	83	85	80	80	88	79	77	73	81
268.	97	92	98	99	98	96	94	103	89	85	87	96	79	83	86	80	80	89	79	78	74	81
269.	97	92	98	100	98	97	94	104	90	86	87	96	80	84	86	80	81	89	79	78	74	81
270.	97	92	98	100	99	97	95	104	90	86	88	97	80	84	86	80	81	89	80	78	74	82
271.	97	92	98	100	99	98	95	104	90	86	88	97	80	84	87	81	81	89	80	79	75	82
272.	98	93	99	101	99	98	95	105	90	86	88	97	80	84	87	81	82	90	80	79	75	82
273.	98	93	99	101	100	98	96	105	91	87	89	98	81	85	87	81	82	90	81	79	75	83
274.	98	93	100	101	100	99	96	105	91	87	89	98	81	85	88	82	82	90	81	79	75	83
275.	99	94	100	102	100	99	96	106	92	88	89	98	81	85	88	82	83	91	81	80	76	83
276.	99	94	100	102	101	99	97	106	92	88	90	99	82	86	88	82	83	91	81	80	76	84
277.	100	95	101	102	101	100	97	107	92	88	90	99	82	86	89	83	83	92	82	80	76	84
278.	100	95	101	103	101	100	98	107	93	89	90	99	82	86	89	83	83	92	82	81	76	84
279.	100	95	102	103	102	100	98	107	93	89	91	100	83	87	89	83	84	92	82	81	77	84
280.	101	96	102	104	102	101	98	108	93	89	91	100	83	87	90	84	84	92	83	81	77	85
281.	101	96	102	104	103	101	98	108	93	89	91	100	83	87	90	84	84	93	83	81	77	85
282.	101	96	102	104	103	102	99	109	95	90	92	101	83	87	90	84	85	93	83	82	78	85
283.	101	96	103	105	103	102	99	109	95	90	92	101	84	88	91	84	85	93	83	82	78	86
284.	102	97	103	105	104	102	99	109	95	90	92	101	84	88	91	85	85	94	84	82	78	86
285.	102	97	104	106	104	103	100	110	96	91	93	102	84	88	91	85	86	94	84	83	78	86
286.	103	98	104	106	104	103	100	110	96	91	93	102	85	89	92	85	86	95	84	83	79	87
287.	103	98	104	106	105	103	100	111	96	91	93	103	85	89	92	86	86	95	85	83	79	87
288.	103	98	105	107	105	104	101	111	97	92	94	103	85	89	92	86	86	95	85	84	79	87
289.	104	99	105	107	106	104	101	111	97	92	94	103	86	89	92	86	87	96	86	84	79	87
290.	104	99	106	107	106	104	102	112	97	92	94	104	86	90	93	86	87	96	86	84	80	88
291.	104	99	106	108	106	105	102	112	98	93	95	104	86	90	93	87	87	96	86	84	80	88
292.	104	99	106	108	107	105	102	112	98	93	95	104	86	90	93	87	88	96	86	85	80	88
293.	105	100	106	108	107	105	103	113	98	93	96	105	86	90	94	87	88	97	86	85	81	89
294.	105	100	107	109	107	106	103	113	98	93	96	105	87	91	94	87	88	97	87	85	81	89
295.	106	101	107	109	108	106	103	114	99	94	96	106	87	91	94	88	89	98	87	86	81	89
296.	106	101	108	110	108	107	104	114	99	94	96	106	87	91	95	88	89	98	88	86	82	90
297.	106	102	108	110	109	107	104	114	100	95	97	106	88	92	95	88	89	98	88	86	82	90

For Explanation of Column A and Column B, see page 2 herein.

PLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds.)

RATE BASIS NO.	CLASSES																
	27.5J	27.5K	27.5L	27.5M	26	25		25J	25K	25L	25N	23.5	23.5K	23J	23N	22.5	
	COLUMN																
	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	B
230.	63	60	63	57	60	58	63	58	55	52	57	54	51	54	51	52	
231.	64	61	63	58	60	58	64	58	56	53	58	54	51	54	53	52	
232.	64	61	63	58	60	58	64	58	56	53	58	55	53	54	53	52	
233.	64	61	64	58	61	58	64	58	56	53	58	55	53	54	53	52	
234.	64	62	64	59	61	59	64	59	56	53	59	55	53	54	54	53	
235.	65	62	64	59	61	59	65	59	57	54	59	55	53	55	54	53	
236.	65	62	65	59	61	59	65	59	57	54	59	55	54	55	54	53	
237.	65	62	65	59	62	59	65	59	57	54	59	56	54	55	54	53	
238.	65	62	65	59	62	60	66	60	57	54	59	56	54	55	54	54	
239.	66	63	65	60	62	60	66	60	57	54	60	56	54	56	55	54	
240.	66	63	65	60	62	60	66	60	58	55	60	56	54	56	55	54	
241.	66	63	66	60	63	60	66	60	58	55	60	57	54	56	55	54	
242.	67	64	66	61	63	61	67	61	58	56	61	57	55	57	56	54	
243.	67	64	66	61	63	61	67	61	58	56	61	57	56	57	56	55	
244.	67	64	67	61	63	61	67	61	59	56	61	57	56	57	56	55	
245.	67	64	67	61	64	61	68	61	59	56	61	58	56	57	56	55	
246.	68	65	67	62	64	62	68	62	59	56	62	58	56	58	57	56	
247.	68	65	68	62	64	62	68	62	59	56	62	58	56	58	57	56	
248.	68	65	68	62	64	62	68	62	59	56	62	58	56	58	57	56	
249.	68	65	68	62	65	62	69	62	60	57	62	59	56	58	57	56	
250.	69	65	68	62	65	63	69	63	60	57	62	59	56	59	57	56	
251.	69	66	68	63	65	63	69	63	60	57	63	59	57	59	58	56	
252.	69	66	69	63	66	63	69	63	60	57	63	59	57	59	58	57	
253.	70	66	69	63	66	63	70	63	61	58	63	59	57	60	58	57	
254.	70	67	69	64	66	64	70	64	61	58	64	60	57	60	58	57	
255.	70	67	70	64	66	64	70	64	61	58	64	60	58	60	58	57	
256.	70	67	70	64	67	64	71	64	61	58	64	60	58	60	58	58	
257.	71	67	70	64	67	64	71	64	62	59	64	60	58	60	58	58	
258.	71	68	71	64	67	65	71	65	62	59	65	61	58	60	59	58	
259.	71	68	71	65	67	65	71	65	62	59	65	61	58	60	59	58	
260.	72	68	71	65	68	65	72	65	62	59	65	61	58	61	59	59	
261.	72	68	71	65	68	65	72	65	62	59	65	61	59	61	59	59	
262.	72	68	71	65	68	66	72	66	63	60	65	62	59	61	59	59	
263.	72	69	72	66	68	66	72	66	63	60	66	62	59	61	60	59	
264.	73	69	72	66	69	66	73	66	63	60	66	62	59	62	60	59	
265.	73	69	72	66	69	66	73	66	63	60	66	62	60	62	60	60	
266.	73	70	73	67	69	67	73	67	64	61	67	63	60	62	61	60	
267.	73	70	73	67	69	67	74	67	64	61	67	63	60	62	61	60	
268.	74	70	73	67	70	67	74	67	64	61	67	63	60	63	61	60	
269.	74	70	74	67	70	67	74	68	64	61	67	63	61	63	61	61	
270.	74	70	74	67	70	68	74	68	64	61	67	63	61	63	61	61	
271.	75	71	74	68	70	68	75	68	65	62	68	64	61	64	62	61	
272.	75	71	74	68	71	68	75	68	65	62	68	64	61	64	62	61	
273.	75	71	74	68	71	68	75	68	65	62	68	64	61	64	62	61	
274.	76	71	75	68	71	69	76	69	65	62	68	64	62	64	62	62	
275.	76	72	75	69	72	69	76	69	66	63	69	65	62	65	63	62	
276.	76	72	75	69	72	69	76	69	66	63	69	65	62	65	63	62	
277.	76	72	76	69	72	69	76	69	66	63	69	65	62	65	63	62	
278.	76	74	76	70	72	70	77	70	66	63	70	65	62	65	64	63	
279.	77	74	76	70	73	70	77	70	67	64	70	66	63	65	64	63	
280.	77	74	77	70	73	70	77	70	67	64	70	66	63	65	64	63	
281.	77	74	77	70	73	70	77	70	67	64	70	66	63	65	64	63	
282.	78	74	77	70	73	71	78	71	67	64	70	66	63	66	64	63	
283.	78	75	77	71	74	71	78	71	67	64	71	67	63	66	65	64	
284.	78	75	77	71	74	71	78	71	68	65	71	67	64	66	65	64	
285.	78	75	78	71	74	71	79	71	68	65	71	67	64	66	65	64	
286.	79	76	78	72	74	72	79	72	68	65	72	67	64	67	65	65	
287.	79	76	78	72	75	72	79	72	68	65	72	67	64	67	65	65	
288.	79	76	79	72	75	72	79	72	69	66	72	68	65	67	65	65	
289.	79	76	79	72	75	72	80	72	69	66	72	68	65	67	65	65	
290.	80	77	79	73	75	73	80	73	69	66	73	68	65	68	66	65	
291.	80	77	80	73	76	73	80	73	69	66	73	68	65	68	66	65	
292.	80	77	80	73	76	73	80	73	69	66	73	69	66	68	66	66	
293.	81	77	80	73	76	73	81	73	70	67	73	69	66	69	66	66	
294.	81	78	80	73	76	74	81	74	70	67	73	69	66	69	66	66	
295.	81	78	80	74	77	74	81	74	70	67	74	69	66	69	67	66	
296.	81	78	81	74	77	74	82	74	70	67	74	70	66	69	67	67	
297.	82	78	81	74	77	74	82	74	71	68	74	70	66	70	67	67	

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT NO. 424

Amend "Table of Rates" shown in Tariffs, as amended, to which this is a supplement, to read as follows:-

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NOS.	CLASSES													
	22.5J	22.5K	22.5L	22.5M	21	20		20J	19	18	17.5	17.5J	17.5K	16
	COLUMN													
	A	A	A	A	A	A	B	A	A	A	A	A	A	A
230.	52	49	47	49	48	46	51	46	44	41	40	39	40	37
231.	52	49	47	49	49	46	51	46	44	42	40	39	40	37
232.	52	49	47	49	49	46	51	46	44	42	41	39	41	37
233.	52	50	48	50	49	47	51	47	44	42	41	39	41	37
234.	53	50	48	50	49	47	51	47	44	42	41	39	41	37
235.	53	50	48	50	49	47	52	47	45	42	41	39	41	38
236.	53	50	48	50	50	47	52	47	45	42	41	40	41	38
237.	53	50	48	50	50	47	52	47	45	43	41	40	41	38
238.	54	51	49	51	50	48	52	48	45	43	42	40	42	38
239.	54	51	49	51	50	48	53	48	45	43	42	40	42	38
240.	54	51	49	51	50	48	53	48	46	43	42	40	42	38
241.	54	51	49	51	51	48	53	48	46	43	42	40	42	39
242.	54	53	50	53	51	48	53	48	46	44	42	41	42	39
243.	55	53	50	53	51	49	53	49	46	44	43	41	43	39
244.	55	53	50	53	51	49	54	49	46	44	43	41	43	39
245.	55	53	50	53	51	49	54	49	47	44	43	41	43	39
246.	55	53	50	53	52	49	54	49	47	44	43	41	43	39
247.	56	54	51	54	52	49	54	50	47	44	43	41	43	40
248.	56	54	51	54	52	50	55	50	47	45	43	41	43	40
249.	56	54	51	54	52	50	55	50	47	45	44	42	44	40
250.	56	54	51	54	53	50	55	50	48	45	44	42	44	40
251.	56	54	51	54	53	50	55	50	48	45	44	42	44	40
252.	57	55	52	55	53	50	55	50	48	45	44	42	44	40
253.	57	55	52	55	53	51	56	51	48	46	44	42	44	40
254.	57	55	52	55	53	51	56	51	48	46	44	42	44	41
255.	57	55	52	55	54	51	56	51	48	46	45	43	45	41
256.	58	55	52	55	54	51	56	51	49	46	45	43	45	41
257.	58	56	53	56	54	51	57	51	49	46	45	43	45	41
258.	58	56	53	56	54	52	57	52	49	46	45	43	45	41
259.	58	56	53	56	54	52	57	52	49	47	45	43	45	41
260.	59	56	53	56	55	52	57	52	49	47	46	43	46	42
261.	59	56	53	56	55	52	57	52	50	47	46	43	46	42
262.	59	57	54	57	55	52	58	52	50	47	46	44	46	42
263.	59	57	54	57	55	53	58	53	50	47	46	44	46	42
264.	59	57	54	57	55	53	58	53	50	48	46	44	46	42
265.	60	57	54	57	56	53	58	53	50	48	46	44	46	42
266.	60	57	54	57	56	53	59	53	51	48	47	44	47	43
267.	60	58	55	58	56	53	59	53	51	48	47	45	47	43
268.	60	58	55	58	56	54	59	54	51	48	47	45	47	43
269.	61	58	56	58	56	54	59	54	51	48	47	45	47	43
270.	61	58	55	58	57	54	59	54	51	49	47	45	47	43
271.	61	58	55	58	57	54	60	54	51	49	47	45	47	43
272.	61	59	56	59	57	54	60	54	52	49	48	45	48	44
273.	61	59	56	59	57	55	60	55	52	49	48	45	48	44
274.	62	59	56	59	58	55	60	55	52	49	48	46	48	44
275.	62	59	56	59	58	55	61	55	52	50	48	46	48	44
276.	62	59	56	59	58	55	61	55	52	50	48	46	48	44
277.	62	60	57	60	58	56	61	56	53	50	48	46	48	44
278.	63	60	57	60	58	56	61	56	53	50	49	46	49	44
279.	63	60	57	60	59	56	61	56	53	50	49	46	49	45
280.	63	60	57	60	59	56	62	56	53	50	49	47	49	45
281.	63	60	57	60	59	56	62	56	53	51	49	47	49	45
282.	63	61	58	61	59	56	62	56	54	51	49	47	49	45
283.	64	61	58	61	59	57	62	57	54	51	50	47	50	45
284.	64	61	58	61	60	57	62	57	54	51	50	47	50	45
285.	64	61	58	61	60	57	63	57	54	51	50	47	50	46
286.	64	62	59	62	60	57	63	57	54	51	50	48	50	46
287.	65	62	59	62	60	57	63	57	55	52	50	48	50	46
288.	65	62	59	62	60	58	63	58	55	52	50	48	50	46
289.	65	62	59	62	61	58	64	58	55	52	51	48	51	46
290.	65	62	59	62	61	58	64	58	55	52	51	48	51	46
291.	66	63	60	63	61	58	64	58	55	52	51	48	51	47
292.	66	63	60	63	61	58	64	58	55	53	51	48	51	47
293.	66	63	60	63	62	59	64	59	56	53	51	49	51	47
294.	66	63	60	63	62	59	65	59	56	53	51	49	51	47
295.	66	63	60	63	62	59	65	59	56	53	52	49	52	47
296.	67	64	61	64	62	59	65	59	56	53	52	49	52	47
297.	67	64	61	64	62	59	65	59	56	53	52	49	52	48

For Explanation of Column A and Column B, see page 2 herein.

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Amend Tariffs (Except I.C.C. No. A-819) as amended, to which this is a supplement, as indicated belo

RATE TABLE SHOWING MULTIPLES OF 1ST CLASS RATES

Change "Headings" to read as follows:

$When 1st Class Rate is	1¼ times Class Rate	1½ times Class Rate	1¾ times Class Rate	2 times Class Rate	2½ times Class Rate	3 times Class Rate	4 times Class Rate	$When 1st Class Rate is	1¼ times Class Rate	1½ times Class Rate	1¾ times Class Rate	2 times Class Rate	2½ times Class Rate	3 times Class Rate

RATES IN CENTS PER 100 POUNDS

$ - Apply as basic 1st Class rates the 1st Class rates shown under "Column A" or "Column B" acco to their application, in arriving at multiples thereof.

Amend I.C.C. No. A-819, as amended, as indicated below:

RATE TABLE SHOWING MULTIPLES OF 1ST CLASS RATES

Change "Headings" to read as follows:

$When 1st Class Rate is	4xlst Class Rate	3xlst Class Rate	2½xlst Class Rate	2xlst Class Rate	1¾xlst Class Rate	1½xlst Class Rate	1¼xlst Class Rate	$When 1st Class Rate is	4xlst Class Rate	3xlst Class Rate	2½xlst Class Rate	2xlst Class Rate	1¾xlst Class Rate	1½xlst Class Rate

RATES IN CENTS PER 100 POUNDS

$ - Apply as basic 1st Class rates the 1st Class rates shown under "Column A" or "Column B", acc to their application, in arriving at multiples thereof.

THE CHANGES IN RATES, PUBLISHED HEREIN, ARE INCREASES

SUBJECT, EXCEPT AS OTHERWISE PROVIDED HEREIN, TO TARIFF OF INCREASED RATES AND CHARGES No. X-148, AGENT W. S. CURLETT'S I. C. C. No. A-742, C. T. C. No. A-495, K. R. C. No. A-10, P. S. C.-Md. No. A-44, P. U. C.-N. J. No. A-20, P. S. C.-N. Y. No. A-122, Pa. P. U. C. No. A-106, Vt.-P. S. C. No. A-19, Va. C. C. No. A-58, P. S. C.-W. Va. No. A-73, SUPPLEMENTS THERETO OR SUCCESSIVE ISSUES THEREOF. See Note below.

Note:—The operation of the provisions referring to this Note as to rates or charges published in this supplement is suspended on the effective date of such rates or charges (but not before May 15, 1945, as to rates or charges shown herein as reissued effective prior to May 15, 1945), until January 1, 1946, except as otherwise provided in Item No. R-148, and will become operative January 1, 1946.

The form of this publication is authorized by special permission of the Interstate Commerce Commission, No. 18585 of April 24, 1943, as amended.

Special Supplement No.... to K. R. C. No.... P. S. C.-N. Y. No.... Pa. P. U. C. No.... shown herein

Special Supplement No.... to Vt.-P. S. C. No.... P. S. C.-Md. No.... P. U. C.-N. J. No.... shown herein

Special Supplement No.... to I. C. C. No.... C. T. C. No.... Va. C. C. No.... P. S. C.-W. Va. No.... shown herein

SUPPLEMENTS TO TARIFFS

W. S. CURLETT, Agent

TRUNK LINE TARIFF BUREAU

APPLYING IN CONNECTION WITH PARTICIPATING CARRIERS SHOWN IN TARIFFS AND SUPPLEMENTS THERETO

REVISED "TABLE OF RATES"

(CANCELS PRESENT "TABLE OF RATES")

ALSO REVISED NOTES AND FOOTNOTES INDICATED HEREIN

Number of This Supplement	Cancels Supplement No.	TO										
		I. C. C. Nos.	Tariff Nos.	C. T. C. Nos.	K. R. C. Nos.	P. S. C.-Md. Nos.	P. U. C.-N. J. Nos.	P. S. C.-N. Y. Nos.	Pa. P. U. C. Nos.	Vt. P. S. C. Nos.	Va. C. C. Nos.	P. S. C.-W. Va. Nos.
142	88	A-331	61	A-188				A-41		A-1		
132	82	A-333	62				A-2	A-42				
136	85	A-333	63	A-189				A-43	A-40			
130	86	A-334	64			A-5	A-3		A-41			
134	86	A-335	65	A-190		A-6		A*44	A-42			
138	90	A-336	66	A-191		A-7			A-43			A-29
143	89	A-337	67			A-8			A-44		A-12	A-30
156	99	A-339	69	A-193		A-11					A-13	A-32
146	93	A-340	70	A-194	A-2				A-46		A-14	A-33

ISSUED OCTOBER 25, 1945 EFFECTIVE NOVEMBER 30, 1945

Issued in compliance with order of the Interstate Commerce Commission in Docket No. 28300 of May 18, 1945, as amended.

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Authority Interstate Commerce Commission Fourth Section Order No. 18410 of October 19, 1945.

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Issued by W. S. CURLETT, Agent 1837
143 Liberty Street,
New York 6, N. Y.

(BLANKET SUPPLEMENT No. 423 CANCELS 388) (20,000)

EXPLANATION OF COLUMNS A AND B REFERRED TO HEREIN.

Applicable only where reference is made to Column A in Table of Rates herein

COLUMN A. The rates named in Column A apply only where applicable rating is published in EXCEPTIONS TO OF CLASSIFICATION, subject to applicable rules and other provisions in Exceptions to Official Classification and to applica and other provisions, except ratings, in Official Classification, EXCEPT that:

These rates will ALSO apply:

1. Where the applicable rating is published in the Official Classification and the applicable carload minimum is published in the Exceptions to Official Classification.

2. In connection with provisions of I. C. C. Second Supplemental Fourth Section Order No. 9800 and Fourth Order No. 12272, as amended, in arriving at class rates referred to therein, under ratings in Official Classification

3. On export, import, forwarding, reforwarding, coastwise or intercoastal traffic where domestic rates apply traffic and rates are arrived at under ratings published in Official Classification.

Applicable only where reference is made to Column B in Table of Rates herein.

COLUMN B. The rates named in Column B apply only where applicable rating is published in OFFICIAL CL CATION, subject to applicable rules and other provisions in Official Classification and to applicable rules and other provis cept ratings, in Exceptions to Official Classification, EXCEPT that:

These rates will NOT apply:

1. Where the applicable rating is published in the Official Classification and the applicable carload minimum is published in the Exceptions to Official Classification. Column A rates apply.

2. In connection with provisions of I. C. C. Second Supplemental Fourth Section Order No. 9800 and Fourth Order No. 12272, as amended, in arriving at class rates referred to therein. Column A rates apply.

3. On export, import, forwarding, reforwarding, coastwise or intercoastal traffic.

EXPLANATION OF NOTES

Amend Tariffs, as amended, to which this is a Supplement, as indicated below:

Change "Note" or "Footnote" now shown against stations on the Castleman River R. R. to read as follows

Note or Footnote.—Apply Worth, Pa., rates plus the following arbitraries in cents per 100 pounds (see Exception):

CLASSES				
1 or 100	2, R25, 3 or 87 to 70	R26, 4 or 65 to 50	5 or 47.5 to 30	6 or 29.5 to 16
95½	94½	93¼	92¼	91
‡6	‡5	‡3½	‡2½	‡1

Exception.—From stations on the Castleman River R. R.

Class Rates provided herein will not apply on Forest Products including articles manufactured from Wood, as per List No Agent W. S. Curlett's Exceptions to the Official Classification, Tariff No. 90-J, I. C. C. No. A-797, C. L. minimum weight 36,000 p from stations on the Castleman River R. R.

The rate on Forest Products including articles manufactured from Wood will be the same as those published herein from Wor B. & O. R. R.

Departure from the terms of Rule 4 (i) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce mission No. 164319 of October 25, 1937, as amended.

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§ Includes letter suffixed classes bearing same number, e.g., Classes 100K and 100P are subject to the same arbitraries as Cl or 100.

◊ Applicable only in connection with rates shown under Column A on pages 5 to 22 hereof.

‡ Applicable only in connection with rates shown under Column B on pages 5 to 22 hereof.

EXPLANATION OF NOTES—Continued.

d Tariffs (Except I. C. C. No. A-340), as amended to which this is a supplement, as indicated below:

Change "Note" now shown against B. & O. R. R. Stations Index No. 3575-A Strouds, W. Va., to Index No. 3575-I Muddlety, W. Va., and Index No. 3591 Sewell Chief, W. Va., to Index No. 3594-I Gwathmey, W. Va., inc.

Note.—Apply Curtin, W. Va., rates plus the following arbitraries in cents per 100 pounds.

‖CLASSES

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96½ ‡7	95½ ‡6	95 ‡5½	94½ ‡5	94 ‡4½

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93½ ‡3¾	93 ‡3¼	92½ ‡2¾	92 ‡2¼	91½ ‡1¾	91 ‡1

d Tariffs, as amended to which this is a Supplement, as indicated below:

Change "Note" now shown against B. & O. R. R. Station Index No. 3580 Johnson Run, W. Va., to read as follows:

Note.—Apply Cowen, W. Va., rates plus the following arbitraries in cents per 100 pounds.

‖CLASSES

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96½ ‡7	95½ ‡6	95 ‡5½	94½ ‡5	94 ‡4½

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93½ ‡3¾	93 ‡3¼	92½ ‡2¾	92 ‡2¼	91½ ‡1¾	91 ‡1

d I. C. C. No. A-340, as amended as indicated below:

Note 11.—Except as provided for in Exceptions A, B, C and D, rates between stations on the B. & O. Index No. 3575-A Strouds, Va., to Index No. 3575-I Muddlety, W. Va., and stations shown on pages 24 to 160 of Tariff, and as amended, will be made by adding the Curtin, W. Va., rates the following arbitraries in cents per 100 pounds.

‖CLASSES

1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60
96½ ‡7	95½ ‡6	95 ‡5½	94½ ‡5	94 ‡4½

R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93½ ‡3¾	93 ‡3¼	92½ ‡2¾	92 ‡2¼	91½ ‡1¾	91 ‡1

(Concluded on next page)

* Applicable only in connection with rates shown under Column A on pages 5 to 22 hereof.
‡ Applicable only in connection with rates shown under Column B on pages 5 to 22 hereof.
‖ Includes letter suffixed classes bearing same number, e.g., Classes 100K and 100P are subject to the same arbitraries as Class 1

EXPLANATION OF NOTES—Continued.

Amend I. C. C. No. A-340 as amended as indicated below:

Note 11—Concluded.

Exception A.—Apply Rate Basis numbers as shown below between stations on B. & O. and stations on B. & O. (Index Nos. 3575-A Strouds, W. Va., to Index No. 3575-I Muddety, W. Va.) (see Exception B).

From and To Stations on B. & O. R. R. shown on pages 5 to 160 of Tariff, and as amended, taking Rate Basis.	To and From Stations on B&O Index No. 3575-A Strouds, W. Va., to Index No. 3575-I Muddety, W. Va., shown on pages 5 to 160 of Tariff, and as amended. Apply Rate Basis Numbers	From and To Stations on B. & O. R. R. shown on pages 5 to 160 of Tariff, and as amended, taking Rate Basis.	To and From Stations on B&O Index No. 3575-A Strouds, W. Va., to Index No. 3575-I Muddety, W. Va., shown on pages 5 to 160 of Tariff, and as amended. Apply Rate Basis Numbers	From and To Stations on B. & O. R. R. shown on pages 5 to 160 of Tariff, and as amended, taking Rate Basis.	To and From Stations on B&O Index No. 3575-A Strouds, W. Va., to Index No. 3575-I Muddety, W. Va., shown on pages 5 to 160 of Tariff, and as amended. Apply Rate Basis Numbers
Adrian W. Va.	64	Flatwoods W. Va.	51	Norton W. Va.	68
Alexander W. Va.	66	Gassaway W. Va.	62	O'Brien W. Va.	68
Arden W. Va.	70	Gillespie W. Va.	51	Orlando W. Va.	59
Arnold W. Va.	58	Gilmer W. Va.	57	Otter W. Va.	70
Belington W. Va.	64	Glendon W. Va.	66	Pembroke W. Va.	62
Buckhannon W. Va.	64	Grafton W. Va.	70	Peterson W. Va.	58
Burnsville W. Va.	56	Hampton W. Va.	64	Philippi W. Va.	70
Byron W. Va.	68	Heaters W. Va.	56	Pickens W. Va.	70
Camden-on-Gauley W. Va.	37	Highpoint W. Va.	68	Red Rock W. Va.	64
Centralia W. Va.	49	Holly Junction W. Va.	49	Richwood W. Va.	41
Clarksburg W. Va.	68	Ira W. Va.	66	Roanville W. Va.	62
Consolidation No. 37 W. Va.	70	Jane Lew W. Va.	64	Sago W. Va.	64
Copen W. Va.	57	Lost Creek W. Va.	64	Strader W. Va.	66
Cowen W. Va.	44	Mabie W. Va.	70	Sutton W. Va.	64
Curtin W. Va.	ƒ 41	Midvale W. Va.	66	Ten Mile W. Va.	66
Dundon W. Va.	70	Moatsville W. Va.	70	Tygart Junction W. Va.	68
Elkins W. Va.	64	Mt. Royal W. Va.	70	Walkersville W. Va.	39
Erbacon W. Va.	44	Murphy W. Va.	68	Weston W. Va.	62
		Newlon W. Va.	70		

ƒ Will not apply to or from Allingdale, W. Va.

Exception B.—From stations on B. & O. Index No. 3575-A Strouds, W. Va., to Index No. 3575-I Muddlety, W. Va.

Except to stations on B. & O. R. R. taking Index Numbers 2410 to 2600, 3120 to 3610, 10290 to 10670, rate on Forest Products including articles manufactured from Wood as per List No. 27 shown in Agent W. S. Curlett's Exceptions to the Official Classification, Tariff No. 90-J, I. C. C. No. A-797, C. L. minimum weight 36,000 pounds will be the same as that published herein on Forest Products including articles manufactured from Wood from Allingdale, W. Va., B. & O. R. R. (Rate Basis Curtin, W. Va.)

Exception C.—Apply Rate Basis No. 37 from and to stations on B. & O., viz.: Clear Fork, Hoffstot Mine, Muddlety and Sugar Run, W. Va., to and from stations on B. & O., viz.: Delphi, Morton, Strouds, Tioga and Tioga, W. Va.

Exception D.—Apply Rate Basis No. 32 between stations on B. & O., viz.: Allingdale, Delphi, Morton, Strouds, Tioga and Tioga, W. Va. (File 69, B. & O.-1-1.)

Departure from the terms of Rule 4 (i) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 164319 of October 25, 1937, as amended and 24821 of April 24, 1945. (File 83971.)

Amend I. C. C. No. A-340, as amended as indicated below:

Note 18—Apply Curtin, W. Va., rates plus the following arbitraries in cents per 100 pounds.

CLASSES					
1 or 100	2 or 87 to 85	80 to 73.5	3, R25 or 72 to 70	65 to 60	
96½ ‡7	95½ ‡6	95 ‡5½	94½ ‡5	94 ‡4½	
R26, 4 or 57.5 to 50	47.5 to 42.5	5 or 40 to 35	6 or 32.5 to 27.5	26 to 20	19 to 16
93½ ‡3½	93 ‡3¼	92½ ‡2¾	92 ‡2½	91½ ‡1¾	91 ‡1

♀ Applicable only in connection with rates shown under Column A on pages 5 to 72 hereof.
‡ Applicable only in connection with rates shown under Column B on pages 5 to 72 hereof.
ǂ Includes letter suffixed classes bearing same number, e.g., Classes 100K and 100P are subject to the same arbitraries as Class 100.

BLANKET SUPPLEMENT No. 433.

...med "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																
	1 or 100		100K	87	2 or 85		85K	80	77.5		75		73.5	72	3 R 28 or 70		70K
	COLUMN																
	A	B	A	A	A	B	A	A	A	B	A	B	A	A	A	B	A
20	33	36	32	29	28	31	27	26	26	28	25	27	24	24	23	25	22
21	34	37	33	30	29	31	27	27	26	29	26	28	25	24	24	26	23
22	35	39	34	30	30	33	28	28	27	30	26	29	26	25	25	27	23
23	36	40	35	31	31	34	29	29	28	31	27	30	26	26	25	28	24
24	37	41	36	32	31	35	30	30	29	32	28	31	27	27	26	29	25
25	39	43	37	34	33	37	32	31	30	33	29	32	29	28	27	30	26
26	40	44	38	35	34	37	33	32	31	34	30	33	29	29	28	31	26
27	41	45	39	36	35	38	33	33	32	35	31	34	30	29	29	32	27
28	43	46	40	37	36	39	34	34	33	36	32	35	31	30	29	33	28
29	43	47	41	37	37	40	35	34	33	36	32	35	32	31	30	33	28
30	44	48	42	38	37	41	36	35	34	37	33	36	32	32	31	34	29
31	45	50	43	39	38	43	37	36	35	39	34	38	33	32	32	35	30
32	46	51	44	40	39	43	38	37	36	40	35	38	34	33	32	36	30
33	47	53	45	41	40	44	39	38	36	40	35	39	35	34	33	36	32
34	48	53	46	42	41	45	39	38	37	41	36	40	35	35	34	37	33
35	50	55	47	44	43	47	40	40	39	43	38	41	37	36	35	39	34
36	51	56	48	44	43	48	41	41	40	43	38	42	37	37	36	39	34
37	52	57	49	45	44	48	42	42	40	44	39	43	38	37	36	40	35
38	53	58	50	46	45	49	43	42	41	45	40	44	39	38	37	41	36
39	54	59	51	47	46	50	44	43	42	46	41	44	40	39	38	41	36
40	55	61	53	48	47	53	45	44	43	47	41	46	40	40	39	43	37
41	56	62	54	49	48	53	45	45	43	48	42	47	41	40	39	43	38
42	57	63	55	50	48	54	46	46	44	49	43	47	42	41	40	44	38
43	58	64	56	50	49	54	47	46	45	50	44	48	43	42	41	45	39
44	59	65	57	51	50	55	48	47	46	50	44	49	43	42	41	46	40
45	61	67	58	53	52	57	49	49	47	52	46	50	45	44	43	47	41
46	62	68	59	54	53	58	50	50	48	53	47	51	46	45	43	48	41
47	63	69	60	55	54	58	50	50	49	53	47	52	46	45	44	48	42
48	64	70	61	56	54	60	51	51	50	54	48	53	47	46	45	49	43
49	65	72	62	57	55	61	53	52	50	56	49	54	48	47	46	50	43
50	66	73	63	57	56	62	54	53	51	57	50	55	49	48	46	51	44
51	67	74	64	58	57	63	55	54	52	57	50	56	49	48	47	52	45
52	68	75	65	59	58	64	56	54	53	58	51	56	50	49	48	53	45
53	69	76	66	60	59	65	57	55	53	59	52	57	51	50	48	53	46
54	70	77	67	61	60	65	57	56	54	60	53	58	52	50	49	54	47
55	72	78	68	63	61	67	58	58	56	61	54	59	53	52	50	55	48
56	73	80	69	64	62	68	59	58	57	62	55	60	54	53	51	56	48
57	74	81	70	64	63	69	60	59	57	63	56	61	54	53	52	57	49
58	75	83	71	65	64	71	61	60	58	64	56	62	55	54	53	58	50
59	76	84	72	66	65	71	62	61	59	65	57	63	56	55	53	59	50
60	77	85	74	67	65	73	63	62	60	66	58	64	57	55	54	60	51
61	78	86	75	68	66	73	63	62	60	67	59	65	57	56	55	60	53
62	79	87	76	69	67	74	64	63	61	67	59	65	58	57	55	61	53
63	80	88	77	70	68	75	65	64	62	68	60	66	59	58	56	62	54
64	81	89	78	70	69	76	66	65	63	69	61	67	60	58	57	62	55
65	83	91	79	72	71	77	67	66	64	71	62	68	61	60	58	64	56
66	84	92	80	73	71	78	68	67	65	71	63	69	62	60	59	64	56
67	85	94	81	74	73	80	68	68	66	73	64	71	62	61	60	66	57
68	86	95	82	75	73	81	69	69	67	74	65	71	63	62	60	67	58
69	87	96	83	76	74	82	70	70	67	74	65	72	64	63	61	67	58
70	88	97	84	77	75	82	71	70	68	75	66	73	65	63	62	68	59
71	89	98	85	77	76	83	72	71	69	76	67	74	65	64	62	69	60
72	90	99	86	78	77	84	74	72	70	77	68	74	66	65	63	69	60
73	91	100	87	79	77	85	75	73	71	78	68	75	67	66	64	70	61
74	92	101	88	80	78	86	76	74	71	78	69	76	68	66	64	71	62
75	94	103	89	82	80	88	76	75	73	80	71	77	69	68	66	72	63
76	96	106	90	83	81	89	77	76	74	81	71	79	70	68	67	74	63
77	96	106	91	84	82	90	78	77	74	82	72	80	71	69	67	74	64
78	97	107	92	84	82	91	79	78	75	83	73	80	71	70	68	78	65
79	98	108	93	85	83	92	80	78	76	84	74	81	72	71	69	76	65

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT No. 423.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																			
	65		63	63E	62K	60		60E	60K	57.5	57		R36 or 55		55J	55K	52	4 or 50		50J
	COLUMN																			
	A	B	A	A	A	A	B	A	A	A	A	B	A	B	A	A	A	A	B	A
30	21½	23	62½	28½	20	20	22	25½	19	19	19	21	18	20	17	18	17	17	18	15
31	22	24	21	26½	20	20	22	25½	20	20	19	21	19	20	17	18	18	17	19	16
32	23	25	22	27½	21	21	23	26½	20	20	20	22	19	21	18	19	18	18	20	16
33	23	26	23	28½	21	22	24	27½	21	21	21	23	20	22	18	19	19	18	20	17
34	24	27	23	28½	22	22	25	27½	21	21	21	23	20	22	19	20	19	19	21	17
35	25	28	25	30½	23	23	26	28½	22	22	22	25	21	24	19	20	20	20	22	18
36	26	29	25	30½	23	24	26	29½	23	23	23	25	22	24	20	21	21	20	22	18
37	27	29	26	31½	24	25	27	30½	23	24	23	26	22	25	20	21	21	21	23	19
38	27	30	26	31½	25	25	28	30½	24	24	24	26	23	25	21	22	22	21	23	19
39	28	31	27	32½	25	26	28	31½	24	25	25	27	24	26	21	22	22	22	24	20
40	29	31	28	33½	26	26	29	31½	25	25	25	27	24	26	22	23	23	22	24	20
41	29	33	28	33½	26	27	30	32½	26	26	26	29	25	28	23	24	23	23	25	21
42	30	33	29	34½	27	28	31	33½	26	26	26	29	25	28	23	24	24	23	25	21
43	31	34	30	35½	28	28	31	33½	27	27	27	30	26	29	24	25	24	24	26	22
44	31	34	30	35½	28	29	32	34½	27	28	27	30	26	29	24	25	25	24	27	22
45	33	36	32	37½	29	30	33	35½	28	29	29	31	28	30	25	26	26	25	28	22
46	33	36	32	37½	30	31	34	36½	29	29	29	32	28	31	25	26	27	26	28	23
47	34	37	33	38½	30	31	34	36½	29	30	30	32	29	31	26	27	27	26	29	24
48	34	38	33	38½	32	32	35	37½	30	30	30	33	29	32	26	27	28	27	29	24
49	35	38	34	39½	32	32	35	37½	30	31	31	34	30	32	27	28	28	27	30	25
50	36	40	35	40½	33	33	37	38½	32	32	31	35	30	34	28	29	29	28	31	25
51	36	40	35	40½	34	34	37	39½	33	32	32	35	31	34	28	29	29	28	31	26
52	37	41	36	41½	34	34	38	39½	33	33	32	36	31	35	29	30	30	29	32	26
53	38	42	37	42½	35	35	38	40½	34	33	33	36	32	35	29	30	30	29	33	27
54	38	42	37	42½	35	35	39	40½	34	34	34	37	33	36	30	32	31	30	33	27
55	40	44	38	43½	36	37	40	42½	35	35	35	38	34	37	30	32	32	31	34	28
56	40	44	39	44½	37	37	41	42½	36	36	35	39	34	37	31	33	32	31	34	28
57	41	45	40	45½	37	38	41	43½	36	36	36	39	35	38	31	33	33	32	35	29
58	42	46	40	45½	38	38	42	43½	37	37	36	40	35	39	32	34	33	32	35	29
59	42	47	41	46½	39	39	43	44½	37	37	37	41	36	40	32	34	34	33	36	30
60	43	47	42	47½	39	40	44	45½	38	38	38	42	36	40	33	35	34	33	37	30
61	44	48	42	47½	40	40	44	45½	39	39	38	42	37	41	34	36	35	34	37	31
62	44	49	43	48½	40	41	45	46½	39	39	39	43	37	41	34	36	35	34	38	31
63	45	49	43	48½	41	41	46	46½	40	40	39	43	38	42	35	37	36	35	38	32
64	46	50	44	49½	42	42	46	47½	40	40	40	44	39	42	35	37	36	35	39	32
65	47	51	45	50½	42	43	47	48½	41	41	41	45	40	43	36	38	37	36	40	33
66	47	52	46	51½	43	44	48	49½	42	42	42	46	40	44	36	38	38	37	40	33
67	48	53	47	52½	44	44	49	49½	42	43	42	46	41	45	37	39	38	37	41	34
68	49	54	47	52½	44	45	50	50½	43	43	43	47	41	46	37	39	39	38	42	34
69	49	55	48	53½	45	46	50	51½	43	44	43	48	42	46	38	40	40	38	43	35
70	50	55	49	54½	45	46	51	51½	44	44	44	48	42	47	39	41	40	39	43	35
71	51	56	49	54½	46	47	52	52½	45	45	44	49	43	47	39	41	41	39	43	36
72	51	57	50	55½	47	47	52	52½	45	45	45	50	43	48	40	42	41	40	44	36
73	52	57	50	55½	47	48	53	53½	46	46	46	50	44	48	40	42	42	40	44	37
74	53	58	51	56½	48	49	53	54½	46	47	46	51	45	49	41	43	42	41	45	37
75	54	59	52	57½	49	50	55	55½	47	48	47	52	46	50	41	43	43	42	46	38
76	55	60	53	58½	49	50	55	55½	48	48	48	52	46	51	42	44	44	42	46	38
77	55	61	54	59½	50	51	56	56½	48	49	48	54	47	52	42	44	44	43	47	39
78	56	62	54	59½	50	52	57	57½	49	49	49	54	47	52	43	45	45	43	48	39
79	57	62	55	60½	51	52	58	57½	49	50	50	55	48	53	43	45	45	44	48	40
80	57	63	55	60½	52	53	58	58½	50	51	50	55	48	53	44	46	46	44	49	40
81	58	64	56	61½	53	53	59	58½	51	51	51	56	49	54	45	47	46	45	49	41
82	59	64	57	62½	54	54	59	59½	51	52	51	56	50	54	45	47	47	45	50	41
83	59	65	57	62½	54	55	60	60½	53	52	52	57	50	55	46	48	47	46	50	42
84	60	66	58	63½	55	55	61	60½	53	53	52	58	51	56	46	48	48	46	51	42
85	61	67	59	64½	56	56	62	61½	54	54	54	59	52	57	47	49	49	47	52	43
86	62	68	60	65½	56	57	63	62½	55	55	54	60	52	58	47	49	49	48	53	43
87	62	69	60	65½	57	58	64	63½	55	55	55	60	53	58	48	50	50	48	53	44
88	63	70	61	66½	58	58	64	63½	56	56	55	61	53	59	48	50	50	49	54	44
89	64	70	62	67½	58	59	65	64½	56	56	56	62	54	59	49	51	51	49	54	45

For Explanation of Column A and Column B, see page 3 hereof.

BLANKET SUPPLEMENT No. 433.

"Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

ATE BASIS NUMBERS	CLASSES																	
	50K	47.5	47.5K	47K	45		45K	45S	44	42.5	42.5K	40		40J	40K	40L	37.5	
	COLUMN																	
	A	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	B
	16	16	15	15	15	16	15	17	15	14	14	13	14	14	13	12	12	14
	17	16	16	16	15	17	15	17	15	14	14	14	15	14	13	12	13	14
	17	17	16	16	16	18	15	17	15	15	15	14	16	14	14	13	13	15
	18	17	17	17	16	18	16	18	16	15	15	14	16	15	14	13	14	15
	18	18	17	17	17	18	16	18	16	16	15	15	16	15	15	14	14	15
	19	19	18	17	18	19	17	19	17	17	16	16	17	16	15	14	15	16
	19	19	18	18	18	20	17	19	18	17	16	16	18	16	15	14	15	17
	20	19	19	18	18	20	18	20	18	17	17	16	18	17	16	15	15	17
	20	20	19	19	19	21	18	20	18	18	17	17	18	17	16	15	16	17
	21	20	20	19	19	21	19	21	19	18	18	17	19	18	17	16	16	18
	21	21	20	20	20	22	19	21	19	19	18	18	19	18	17	16	17	18
	22	21	20	20	20	23	19	21	20	19	18	18	20	18	17	16	17	19
	22	22	21	21	21	23	20	22	20	20	19	18	20	19	18	17	17	19
	23	22	21	21	21	23	20	22	21	20	19	19	21	19	18	17	18	20
	23	23	22	22	22	24	21	23	21	20	20	19	21	20	19	18	18	20
	24	24	22	22	23	25	21	23	22	21	20	20	22	20	19	18	19	21
	24	24	23	23	23	25	22	24	22	22	21	20	22	21	19	18	19	21
	25	25	23	23	23	26	22	24	23	22	21	21	23	21	20	19	20	21
	25	25	24	24	24	26	23	25	23	23	21	21	23	22	20	19	20	22
	26	26	24	24	24	27	23	25	24	23	22	22	24	22	21	20	20	22
	26	26	25	25	25	27	24	26	24	23	22	22	24	23	21	20	21	23
	27	27	25	25	25	28	24	26	25	24	23	22	25	23	21	20	21	23
	27	27	26	25	26	28	24	26	25	24	23	23	25	23	22	21	21	24
	28	28	26	26	26	29	25	27	26	25	24	23	26	24	22	21	22	24
	28	28	27	26	27	29	25	27	26	25	24	24	26	24	23	22	22	24
	29	29	27	27	27	30	26	28	27	26	24	24	27	25	23	22	23	25
	29	29	28	27	28	31	26	28	27	26	25	25	27	25	23	22	23	26
	30	30	28	28	28	31	27	29	28	27	25	25	28	26	24	23	24	26
	30	30	29	28	29	32	27	29	28	27	26	26	28	26	24	23	24	26
	32	31	29	29	29	32	28	30	29	28	26	26	29	27	25	24	24	27
	32	31	30	29	30	33	28	30	29	28	27	26	29	27	25	24	25	27
	33	32	30	30	30	33	28	30	29	28	27	27	30	27	25	24	25	28
	33	32	30	30	31	34	29	31	30	29	27	27	30	28	26	25	26	28
	34	33	32	32	31	34	29	31	30	29	28	28	30	28	26	25	26	29
	34	33	32	32	32	35	30	32	31	30	28	28	31	29	27	26	26	29
	35	34	33	33	32	36	30	32	32	31	29	29	32	29	27	26	27	30
	35	35	33	33	33	36	32	34	32	31	29	29	32	30	27	26	27	30
	36	35	34	33	33	36	32	34	33	31	29	30	32	30	28	27	28	30
	36	36	34	34	34	37	33	35	33	32	30	30	33	31	28	27	28	31
	37	36	35	34	34	38	33	35	33	32	30	30	34	31	29	28	29	32
	37	37	35	35	35	38	34	36	34	33	32	31	34	32	29	28	29	32
	38	37	36	35	35	39	34	36	34	33	32	31	34	32	29	28	29	32
	38	38	36	36	36	39	34	36	35	34	33	32	35	32	30	29	30	33
	39	38	37	36	36	40	35	37	35	34	33	32	35	33	30	29	30	33
	39	38	37	37	36	40	35	37	36	34	33	32	36	33	32	30	30	33
	40	39	38	37	37	41	36	38	37	35	34	33	36	34	32	30	31	34
	40	40	38	38	38	41	36	38	37	36	34	34	37	34	32	30	32	35
	41	40	39	38	38	42	37	39	37	36	35	34	38	35	33	31	32	35
	41	41	39	39	39	43	37	39	38	37	35	34	38	35	33	31	32	36
	42	41	40	39	39	43	38	40	38	37	36	35	38	36	34	32	33	36
	42	42	40	40	40	44	38	40	39	37	36	35	39	36	34	32	33	36
	43	42	40	40	40	44	38	40	39	38	36	36	39	36	34	32	33	37
	43	43	41	41	41	45	39	41	40	38	37	36	40	37	35	33	34	37
	44	43	41	41	41	45	39	41	40	39	37	36	40	37	35	33	34	38
	44	44	42	41	41	45	40	42	40	39	38	37	40	38	36	34	35	38
	45	45	42	42	42	46	40	42	41	40	38	38	41	38	36	34	35	39
	45	45	43	42	43	47	41	43	42	40	39	38	42	39	36	34	36	39
	46	46	43	43	43	48	41	43	42	41	39	38	42	39	37	35	36	40
	46	46	44	43	44	48	42	44	43	41	39	39	43	40	37	35	36	40
	47	47	44	44	44	49	42	44	43	42	40	39	43	40	38	36	37	41

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT No. 433.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																						
	37.5K	37.5L	37.5M	37	36.5	36	35 or 35		35K	35L	32.5		32.5J	32.5K	32	32S	30		29.5	29	27.5 or 27		
	COLUMN																						
	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	B	A	A	A		
30	12	12	12	12	12	12	12	13	12	11	11	12	10	11	11	11	10	11	10	10	9		
31	13	12	13	13	12	12	12	13	12	11	11	12	10	11	11	11	10	11	10	10	9		
32	13	12	13	13	13	13	12	14	12	11	11	13	10	11	11	11	11	12	10	10	10		
33	13	13	13	13	13	13	13	14	13	12	12	13	11	12	12	12	11	12	11	10	10		
34	14	13	14	14	14	13	13	14	13	12	12	13	11	12	12	12	11	12	11	11	10		
35	14	13	14	14	14	14	14	15	13	12	13	14	11	12	12	12	12	13	12	11	11		
36	15	14	15	15	15	14	14	15	14	13	13	14	12	13	13	13	12	13	12	12	11		
37	15	14	15	15	15	15	14	16	14	13	13	15	12	13	13	13	12	14	12	12	11		
38	15	14	15	16	15	15	15	16	14	13	14	15	12	13	13	13	13	14	12	12	12		
39	16	15	16	16	16	15	15	16	15	14	14	15	13	14	14	13	13	14	13	12	12		
40	16	15	16	16	16	16	15	17	15	14	14	16	13	14	14	14	13	14	13	13	12		
41	16	15	16	17	16	16	16	18	15	14	15	16	13	14	14	14	14	15	13	13	13		
42	17	16	17	17	17	17	16	18	16	15	15	17	14	15	15	14	14	15	14	13	13		
43	17	16	17	17	17	17	16	18	16	15	15	17	14	15	15	15	14	16	14	14	13		
44	18	17	18	18	18	17	17	19	16	15	16	17	14	15	15	15	14	16	14	14	13		
45	18	17	18	19	18	18	18	19	17	16	16	18	15	16	16	15	15	17	15	15	14		
46	18	17	18	19	19	18	18	20	17	16	17	18	15	16	16	16	15	17	15	15	14		
47	19	18	19	19	19	19	18	20	17	16	17	19	15	16	17	16	16	17	15	15	14		
48	19	18	19	20	19	19	19	20	18	17	17	19	16	17	17	16	16	17	16	15	15		
49	19	18	20	20	20	19	19	21	18	17	18	19	16	17	17	17	16	18	16	16	15		
50	20	19	20	20	20	20	19	21	19	18	18	20	16	17	18	17	17	18	16	16	15		
51	20	19	20	21	20	20	20	22	19	18	18	20	17	18	18	17	17	19	17	16	15		
52	21	20	21	21	21	21	20	22	19	18	19	20	17	18	18	18	17	19	17	17	16		
53	21	20	21	21	21	21	20	22	20	19	19	21	17	18	19	18	17	19	17	17	16		
54	21	20	22	22	22	21	21	23	20	19	19	21	18	19	19	18	18	20	17	17	16		
55	22	21	22	23	22	22	21	23	20	19	20	22	18	19	20	19	18	20	18	18	17		
56	22	21	22	23	23	22	22	24	21	20	20	22	18	19	20	19	19	20	18	18	17		
57	22	21	23	23	23	23	22	24	21	20	20	22	19	20	20	19	19	21	19	18	17		
58	23	22	23	24	23	23	22	25	21	20	21	23	19	20	20	20	19	21	19	19	18		
59	23	22	24	24	24	23	23	25	22	21	21	23	19	20	21	20	20	22	19	19	18		
60	24	23	24	24	24	24	23	26	22	21	21	24	20	21	21	20	20	22	19	19	18		
61	24	23	24	25	24	24	23	26	22	21	22	24	20	21	21	21	20	22	20	19	18		
62	24	23	25	25	25	24	24	26	23	22	22	24	20	21	22	21	20	23	20	20	19		
63	25	24	25	26	25	25	24	27	23	22	22	25	20	21	22	21	21	23	20	20	19		
64	25	24	26	26	26	25	25	27	23	22	23	25	21	22	22	21	21	23	21	20	19		
65	25	24	26	27	26	26	25	28	24	23	23	26	21	22	23	22	22	24	21	21	20		
66	26	25	26	27	27	26	26	28	24	23	24	26	21	22	23	22	22	24	22	21	20		
67	26	25	27	27	27	27	26	28	24	23	24	26	22	23	24	22	22	24	22	21	20		
68	27	26	27	28	27	27	26	29	25	24	24	27	22	23	24	23	23	25	22	22	21		
69	27	26	28	28	28	27	27	29	25	24	25	27	22	23	24	23	23	25	22	22	21		
70	27	26	28	28	28	28	27	30	26	25	25	28	23	24	25	23	23	26	23	22	21		
71	28	27	28	29	28	28	27	30	26	25	25	28	23	24	25	24	23	26	23	23	21		
72	28	27	29	29	29	28	28	30	26	25	26	28	23	24	25	24	24	26	23	23	22		
73	28	27	29	30	29	29	28	31	27	26	26	29	24	25	26	24	24	26	24	23	22		
74	29	28	30	30	30	29	28	31	27	26	26	29	24	25	26	25	24	27	24	23	22		
75	29	28	30	31	30	30	29	32	27	26	27	30	24	25	27	25	25	27	24	24	23		
76	30	29	30	31	31	30	29	32	28	27	27	30	25	26	27	25	25	28	25	24	23		
77	30	29	31	31	31	31	30	33	28	27	28	31	25	26	27	26	26	28	25	25	23		
78	30	29	31	32	31	31	30	33	28	27	28	31	25	26	28	26	26	29	25	25	24		
79	32	30	32	32	32	31	30	34	29	28	28	31	26	27	28	26	26	29	26	25	24		
80	32	30	32	33	32	32	31	34	29	28	29	32	26	27	28	27	26	29	26	26	24		
81	32	30	32	33	32	32	31	34	29	28	29	32	26	27	28	27	27	29	26	26	24		
82	33	31	33	33	33	32	32	35	30	29	29	32	27	28	29	27	27	30	27	26	25		
83	33	31	33	34	33	33	32	35	30	29	30	33	27	28	29	28	27	30	27	26	25		
84	34	32	34	34	34	33	33	36	30	29	30	33	27	28	29	28	28	30	27	27	25		
85	34	32	34	35	34	34	33	36	32	30	31	33	28	29	30	28	28	31	28	27	26		
86	34	32	34	35	35	34	33	37	32	30	31	34	28	29	30	29	29	32	28	28	26		
87	35	33	35	36	35	35	34	37	32	30	31	34	28	29	31	29	29	32	28	28	26		
88	35	33	35	36	35	35	34	37	33	31	32	35	29	30	31	29	29	32	29	28	27		
89	35	33	36	36	36	35	34	38	33	31	32	35	29	30	31	29	29	32	29	28	27		

For explanation of Column A and Column B see page 2 herein.

BLANKET SUPPLEMENT No. 422.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																
	27.5J	27.5K	27.5L	27.5M	26	25		25J	25K	25L	25N	23.5	23.5K	23J	23N	22.5	
	COLUMN																
	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	B
30	10	8	9	8	9	8	9	10	8	8	8	8	7	9	7	7	8
31	11	9	9	9	9	9	9	10	8	8	9	8	7	10	8	8	8
32	11	9	10	9	9	9	10	10	8	8	9	8	8	10	8	8	9
33	11	9	10	9	9	9	10	10	8	8	9	8	8	10	8	8	9
34	11	9	10	9	10	9	10	11	9	9	9	9	8	10	8	8	9
35	12	11	11	10	10	10	11	11	9	9	10	9	8	11	9	9	10
36	12	11	11	10	10	10	11	11	9	9	10	9	8	11	9	9	10
37	12	11	11	10	11	10	11	11	9	9	10	10	9	11	9	9	10
38	12	11	11	10	11	11	12	12	11	10	11	10	9	11	9	9	10
39	13	12	12	11	11	11	12	12	11	10	11	10	9	11	11	10	11
40	13	12	12	11	11	11	12	12	11	10	11	10	9	11	11	10	11
41	13	12	12	11	12	11	13	12	11	10	11	11	11	11	11	10	11
42	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	10	11
43	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	11	12
44	14	13	13	12	12	12	13	13	12	11	12	11	11	12	11	11	12
45	14	13	14	12	13	13	14	13	12	11	12	12	12	12	11	11	12
46	15	14	14	13	13	13	14	14	13	12	13	12	12	13	12	11	13
47	15	14	14	13	14	13	14	14	13	12	13	12	12	13	12	12	13
48	15	14	14	13	14	13	15	14	13	12	13	12	12	13	12	12	13
49	15	14	15	13	14	14	15	14	13	12	13	13	13	13	12	12	13
50	16	15	15	14	14	14	15	15	14	13	14	13	13	14	13	12	14
51	16	15	15	14	15	14	16	15	14	13	14	13	13	14	13	13	14
52	16	15	16	14	15	14	16	15	14	13	14	13	13	14	13	13	14
53	17	16	16	15	15	15	16	15	14	13	15	14	13	15	14	13	14
54	17	16	16	15	15	15	16	16	15	14	15	14	14	15	14	13	15
55	17	16	17	15	16	15	17	16	15	14	15	14	14	15	14	14	15
56	17	16	17	15	16	16	17	16	15	14	15	15	14	15	14	14	15
57	18	17	17	16	16	16	17	16	15	14	16	15	14	16	15	14	16
58	18	17	17	16	17	16	18	17	16	15	16	15	15	16	15	14	16
59	18	17	18	16	17	16	18	17	16	15	16	15	15	16	15	15	16
60	19	18	18	17	17	17	18	17	16	15	17	16	15	16	16	15	16
61	19	18	18	17	17	17	19	17	16	15	17	16	15	16	16	15	17
62	19	18	19	17	18	17	19	18	17	16	17	16	16	16	16	15	17
63	19	18	19	17	18	17	19	18	17	16	17	16	16	16	16	16	17
64	20	19	19	18	18	18	19	18	17	16	18	16	16	17	17	16	17
65	20	19	20	18	19	18	20	18	17	16	18	17	16	17	17	16	18
66	20	19	20	18	19	18	20	19	18	17	18	17	17	17	17	16	18
67	20	19	20	18	19	19	20	19	18	17	18	17	17	17	17	17	18
68	21	20	20	19	20	19	21	19	18	17	19	18	17	18	17	17	19
69	21	20	21	19	20	19	21	19	18	17	19	18	17	18	17	17	19
70	21	20	21	19	20	19	21	20	19	18	19	18	17	18	17	17	19
71	22	21	21	20	20	20	22	20	19	18	20	18	18	19	18	18	19
72	22	21	22	20	21	20	22	20	19	18	20	19	18	19	18	18	20
73	22	21	22	20	21	20	22	20	19	18	20	19	18	19	18	18	20
74	22	21	22	20	21	20	22	21	20	19	20	19	18	19	18	18	20
75	23	22	23	21	22	21	23	21	20	19	21	20	19	20	19	19	20
76	23	22	23	21	22	21	23	21	20	19	21	20	19	20	19	19	21
77	23	22	23	21	22	21	24	21	20	19	21	20	19	20	19	19	21
78	24	22	23	21	22	22	24	22	21	20	21	20	19	20	19	19	21
79	24	23	24	22	23	22	24	22	21	20	22	20	20	21	20	20	21
80	24	23	24	22	23	22	24	22	21	20	22	21	20	21	20	20	22
81	24	23	24	22	23	22	25	22	21	20	22	21	20	21	20	20	22
82	25	24	25	23	23	23	25	23	22	21	23	21	20	22	21	20	22
83	25	24	25	23	24	23	25	23	22	21	23	21	21	22	21	20	23
84	25	24	25	23	24	23	25	23	22	21	23	22	21	22	21	21	23
85	26	24	26	23	24	24	26	24	22	21	23	22	21	22	21	21	23
86	26	25	26	24	25	24	26	24	23	22	24	22	21	22	22	21	24
87	26	25	26	24	25	24	27	24	23	22	24	23	21	22	22	22	24
88	27	25	26	24	25	24	27	24	23	22	24	23	22	23	22	22	24
89	27	25	27	24	25	25	27	25	23	22	24	23	22	23	22	22	24

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT No. 423.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES													
	22.5J	22.5K	22.5L	22.5M	21	20		20J	19	18	17.5	17.5J	17.5K	16
	COLUMN													
	A	A	A	A	A	A	B	A	A	A	A	A	A	A
30	9	7	7	8	7	7	7	8	6	6	6	6	7	5
31	9	7	7	8	7	7	7	8	6	6	6	6	7	5
32	9	7	7	8	7	7	8	8	7	6	6	7	8	6
33	9	7	7	8	8	7	8	9	7	6	6	7	8	6
34	10	8	8	9	8	7	8	9	7	7	6	7	8	6
35	10	8	8	9	8	8	9	9	7	7	7	7	8	6
36	10	8	8	9	8	8	9	9	8	7	7	7	8	6
37	10	8	8	9	9	8	9	9	8	7	7	7	8	7
38	11	9	9	10	9	8	9	10	8	8	7	8	9	7
39	11	9	9	10	9	9	9	10	8	8	8	8	9	7
40	11	9	9	10	9	9	10	10	8	8	8	8	9	7
41	11	9	9	10	9	9	10	10	9	8	8	8	9	7
42	11	9	9	10	10	9	10	10	9	8	8	8	9	7
43	12	11	10	11	10	9	10	11	9	8	8	9	10	8
44	12	11	10	11	10	10	11	11	9	9	8	9	10	8
45	12	11	10	11	11	10	11	11	10	9	9	9	10	8
46	12	11	10	11	11	10	11	11	10	9	9	9	10	8
47	13	12	11	12	11	10	11	11	10	9	9	9	10	8
48	13	12	11	12	11	11	12	12	10	10	9	9	10	8
49	13	12	11	12	11	11	12	12	10	10	9	10	11	9
50	13	12	11	12	12	11	12	12	10	10	10	10	11	9
51	13	12	11	12	12	11	12	12	11	10	10	10	11	9
52	14	13	12	13	12	11	13	12	11	10	10	10	11	9
53	14	13	12	13	12	12	13	13	11	10	10	10	11	9
54	14	13	12	13	12	12	13	13	11	11	10	10	11	9
55	14	13	12	13	13	12	13	13	12	11	11	11	12	10
56	15	14	13	14	13	12	14	13	12	11	11	11	12	10
57	15	14	13	14	13	13	14	13	12	11	11	11	12	10
58	15	14	13	14	13	13	14	14	12	12	11	11	12	10
59	15	14	13	14	14	13	14	14	12	12	11	11	12	10
60	16	15	14	15	14	13	15	14	13	12	12	12	13	11
61	16	15	14	15	14	13	15	14	13	12	12	12	13	11
62	16	15	14	15	14	14	15	14	13	12	12	12	13	11
63	16	15	14	15	14	14	15	15	13	12	12	12	13	11
64	16	15	14	15	15	14	15	15	13	13	12	12	13	11
65	17	16	15	16	15	14	16	15	14	13	13	12	13	12
66	17	16	15	16	15	15	16	15	14	13	13	13	14	12
67	17	16	15	16	16	15	16	15	14	13	13	13	14	12
68	17	16	15	16	16	15	17	16	14	14	13	13	14	12
69	18	17	16	17	16	15	17	16	14	14	13	13	14	12
70	18	17	16	17	16	15	17	16	15	14	13	13	14	12
71	18	17	16	17	16	16	17	16	15	14	14	13	14	12
72	18	17	16	17	17	16	17	16	15	14	14	14	15	13
73	18	17	16	17	17	16	18	17	15	14	14	14	15	13
74	19	18	17	18	17	16	18	17	15	14	14	14	15	13
75	19	18	17	18	17	17	18	17	16	15	15	14	15	13
76	19	18	17	18	18	17	18	17	16	15	15	14	15	13
77	19	18	17	18	18	17	19	17	16	15	15	14	15	14
78	20	19	18	19	18	17	19	18	16	15	15	15	16	14
79	20	19	18	19	18	17	19	18	17	16	15	15	16	14
80	20	19	18	19	18	18	19	18	17	16	15	15	16	14
81	20	19	18	19	19	18	20	18	17	16	16	15	16	14
82	20	19	18	19	19	18	20	18	17	16	16	15	16	14
83	21	20	19	20	19	18	20	19	17	16	16	16	17	15
84	21	20	19	20	19	18	20	19	17	17	16	16	17	15
85	21	20	19	20	20	19	21	19	18	17	16	16	17	16
86	21	20	19	20	20	19	21	19	18	17	17	16	17	15
87	22	21	20	21	20	19	21	19	18	17	17	16	17	15
88	22	21	20	21	20	19	21	20	18	17	17	16	17	16
89	22	21	20	21	21	20	22	20	19	18	17	17	18	16

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT No. 423.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																
	1 or 100	100K	87	2 or 85	85K	80	77.5	75		73.5	72	3 R 25 or 70		70K			
	COLUMN																
	A	B	A	A	A	B	A	A	A	B	A	B	A	A	A	B	A
90	99	109	95	86	84	93	81	79	77	84	74	82	73	71	69	76	66
91	100	110	96	87	85	94	81	80	78	85	75	83	74	72	70	77	67
92	101	111	97	88	86	94	82	81	78	86	76	83	74	73	71	78	67
93	102	112	98	89	87	95	83	82	79	87	77	84	75	73	71	78	68
94	103	113	99	90	88	96	84	82	80	88	77	85	76	74	72	79	69
95	104	114	100	91	89	96	85	84	81	90	79	87	77	76	74	81	70
96	106	117	101	92	90	99	86	85	82	91	80	88	78	76	74	82	70
97	107	118	102	93	91	100	86	86	83	91	80	89	79	77	75	83	71
98	108	119	103	94	93	101	87	86	84	92	81	89	79	78	76	83	72
99	109	120	104	95	93	102	88	87	84	93	82	90	80	78	76	84	72
100	110	121	105	96	96	103	89	88	85	94	83	91	81	79	77	85	74
101	111	122	106	97	94	104	90	89	86	95	83	92	82	80	78	86	75
102	112	123	107	97	96	105	91	90	87	95	84	92	82	81	78	86	75
103	113	124	108	98	96	105	92	90	88	96	85	93	83	81	79	87	76
104	114	125	109	99	97	106	92	91	88	97	86	94	84	82	80	88	77
105	116	128	110	101	99	109	93	93	90	99	87	96	85	84	81	90	78
106	117	129	111	102	99	110	95	94	91	100	88	97	86	84	82	90	78
107	118	130	112	103	100	111	96	94	91	101	89	98	87	85	83	91	79
108	119	131	113	104	101	111	97	95	92	102	89	98	87	86	83	92	80
109	120	132	114	104	102	112	98	96	93	102	90	99	88	86	84	92	80
110	121	133	116	105	103	113	99	97	94	103	91	100	89	87	85	93	81
111	122	134	117	106	104	114	99	98	95	104	92	101	90	88	85	94	82
112	123	135	118	107	105	115	100	98	95	105	92	101	90	89	86	95	82
113	124	136	119	108	105	116	101	99	96	105	93	102	91	89	87	95	83
114	125	138	120	109	106	117	102	100	97	107	94	104	92	90	88	97	84
115	127	140	121	110	108	119	103	102	98	109	95	105	93	91	89	98	85
116	128	141	122	111	109	120	104	102	99	109	96	106	94	92	90	99	85
117	129	143	123	112	110	121	104	103	100	110	97	107	95	93	90	99	86
118	130	143	124	113	111	122	105	104	101	111	98	107	96	94	91	100	87
119	131	144	125	114	111	122	106	105	102	112	98	108	98	94	92	101	87
120	132	145	126	115	112	123	107	106	102	112	99	109	97	95	92	102	88
121	133	146	127	116	113	124	108	106	103	113	100	110	98	96	93	102	89
122	134	147	128	117	114	125	109	107	104	114	101	110	98	96	94	103	89
123	135	149	129	117	115	127	110	108	105	115	101	112	99	97	95	104	90
124	136	150	130	118	116	128	110	109	105	116	102	113	100	98	95	105	91
125	138	152	131	120	117	129	111	110	107	118	104	114	101	99	97	106	92
126	139	153	132	121	118	130	112	111	108	119	104	115	102	100	97	107	92
127	140	154	133	122	119	131	113	112	109	119	105	116	103	101	98	108	93
128	141	155	134	123	120	132	114	113	109	120	106	116	104	102	99	109	95
129	143	156	135	124	121	133	116	114	110	121	107	117	104	102	99	109	95
130	143	157	136	124	122	133	117	114	111	122	107	118	105	103	100	110	96
131	144	158	138	125	122	134	117	115	112	122	108	119	106	104	101	111	97
132	146	160	139	126	123	136	118	116	112	124	109	120	107	104	102	112	97
133	146	161	140	127	124	137	119	117	113	125	110	121	107	105	102	113	98
134	147	162	141	128	125	138	120	118	114	126	110	122	108	106	103	113	99
135	149	164	142	130	127	139	121	119	115	127	112	123	110	107	104	115	100
136	150	165	143	131	128	140	122	120	116	128	113	124	110	108	105	116	100
137	151	166	144	131	128	141	122	121	117	129	113	125	111	109	106	116	101
138	152	167	145	132	129	142	123	122	118	129	114	125	112	109	106	117	102
139	153	168	146	133	130	143	124	122	119	130	115	126	112	110	107	118	102
140	154	169	147	134	131	144	125	123	119	131	116	127	113	111	108	118	103
141	156	171	148	135	132	145	126	124	120	133	116	128	114	112	109	120	104
142	156	172	149	136	133	146	127	125	121	133	117	129	115	112	109	120	104
143	157	173	150	137	133	147	128	126	122	134	118	130	115	113	110	121	105
144	158	174	151	137	134	148	128	126	122	135	119	131	116	114	111	122	106
145	160	176	152	139	136	150	129	128	124	136	120	132	118	115	112	123	107
146	161	177	153	140	137	150	130	129	125	137	121	133	118	116	113	124	107
147	162	178	154	141	138	151	131	130	126	138	122	134	119	117	113	125	108
148	163	179	155	142	139	152	132	130	126	139	122	134	120	117	114	125	108
149	164	180	156	143	139	153	133	131	127	140	123	135	121	118	114	126	108

For Explanation of Column A and Column B, see page 2 hereon.

BLANKET SUPPLEMENT No. 422.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																			
	65		63	63E	63K	60		60E	60K	57.5	57	R36 or 55		55J	55K	52	4 or 50		N
	COLUMN																			
	A	B	A	A	A	A	B	A	A	A	A	B	A	B	A	A	A	A	B	A
90	64	71	62	67	59	59	65	64	57	57	56	62	54	60	50	53	51	50	55	49
91	65	71	63	68	59	60	66	65	58	58	57	63	55	61	50	53	52	50	56	49
92	66	72	64	69	60	61	67	66	58	58	58	63	56	61	51	54	53	51	56	49
93	66	73	64	69	61	61	67	66	59	59	58	64	56	62	51	54	53	51	56	50
94	67	73	65	70	61	62	68	67	59	59	59	64	57	62	52	55	54	52	57	50
95	68	76	66	71	62	63	70	68	60	60	60	66	58	64	52	55	55	52	58	50
96	69	76	67	72	63	64	70	69	61	61	60	67	58	64	53	56	55	53	58	51
97	70	77	67	72	63	64	71	69	61	62	61	67	59	65	53	56	56	54	59	51
98	70	77	68	73	64	65	71	70	62	62	62	68	59	65	54	57	56	54	60	52
99	71	78	69	74	64	65	72	70	62	63	62	68	60	66	54	57	57	55	60	52
100	72	79	69	74	65	66	73	71	63	63	63	69	61	67	55	58	57	55	61	53
101	72	79	70	75	66	67	73	72	64	64	63	70	61	67	56	59	58	56	61	53
102	73	80	71	76	66	67	74	72	64	64	64	70	62	68	56	59	58	56	62	54
103	73	81	71	76	67	68	74	73	65	65	64	71	62	68	57	60	59	57	62	54
104	74	81	72	77	67	68	75	73	65	66	65	71	63	69	57	60	59	57	63	55
105	75	83	73	78	68	70	77	75	66	67	66	73	64	70	58	61	60	58	64	55
106	76	84	74	79	69	70	77	75	67	67	67	74	64	71	58	61	61	59	65	56
107	77	85	74	79	69	71	78	76	67	68	67	74	65	72	59	62	61	59	65	56
108	77	85	75	80	70	71	79	76	68	68	68	75	65	72	59	62	62	60	66	57
109	78	86	76	81	71	72	79	77	68	69	68	75	66	73	60	63	62	60	66	57
110	79	86	76	81	71	73	80	78	69	70	69	76	67	73	61	64	63	61	67	58
111	79	87	77	82	72	73	80	78	70	70	70	76	67	74	61	64	63	61	67	58
112	80	88	77	82	72	74	81	79	70	71	70	77	68	74	62	65	64	62	68	59
113	81	88	78	83	74	74	82	79	71	71	71	78	68	75	62	65	64	62	68	57
114	81	90	79	84	75	75	83	80	71	72	71	79	69	76	63	66	65	63	69	57
115	83	91	80	85	75	76	84	81	72	73	72	80	70	77	63	66	66	64	70	58
116	83	92	81	86	76	77	85	82	74	74	73	80	70	78	64	67	67	64	71	58
117	84	92	81	86	77	77	85	82	74	74	74	81	71	78	64	67	67	65	71	59
118	85	93	82	87	77	78	86	83	75	75	74	82	72	79	65	68	68	65	72	59
119	85	94	83	88	78	79	86	84	75	75	75	82	72	79	65	68	68	66	72	60
120	86	94	83	88	78	79	87	84	76	76	75	83	73	80	66	69	69	66	73	60
121	86	95	84	89	79	80	88	85	77	76	76	83	73	80	67	70	69	67	73	61
122	87	96	84	89	80	80	88	85	77	77	76	84	74	81	67	70	70	67	74	61
123	88	97	85	90	80	81	89	86	78	78	77	85	74	82	68	71	70	68	75	62
124	88	98	86	91	81	82	90	87	78	78	78	86	75	83	68	71	71	68	75	62
125	90	99	87	92	82	83	91	88	79	79	79	87	76	84	69	72	72	69	76	63
126	90	99	88	93	82	83	92	88	80	80	79	87	76	84	69	72	72	70	77	63
127	91	100	88	93	83	84	92	89	80	81	80	88	77	85	70	74	73	70	77	64
128	92	101	89	94	83	85	93	90	81	81	80	88	78	86	70	74	73	71	78	64
129	92	101	89	94	84	85	94	90	81	82	81	89	78	86	71	75	74	71	78	65
130	93	102	90	95	85	86	94	91	82	82	82	89	79	86	72	76	74	72	79	65
131	94	103	91	96	85	86	95	91	83	83	82	90	79	87	72	76	75	73	79	66
132	94	104	91	96	86	87	96	92	83	83	83	91	80	88	73	77	75	73	80	66
133	95	105	92	97	86	88	97	93	84	84	83	92	80	89	73	77	76	73	81	67
134	96	105	93	98	87	88	97	93	84	85	84	92	81	89	74	78	76	74	81	67
135	97	107	94	99	88	89	98	94	85	85	85	93	82	90	74	78	77	75	82	68
136	98	107	95	100	88	90	90	95	86	86	86	94	83	91	75	79	78	75	83	69
137	98	108	95	100	89	91	100	96	86	87	86	95	83	91	75	79	79	76	83	69
138	99	109	96	101	90	91	100	96	87	87	87	95	84	92	76	80	79	76	84	70
139	99	109	96	101	90	92	101	97	87	88	87	96	84	93	76	80	80	77	84	70
140	100	110	97	102	91	92	101	97	88	89	88	96	85	93	77	81	80	77	85	71
141	101	111	98	103	91	93	103	98	89	89	88	97	86	94	78	82	81	78	86	72
142	101	112	98	103	92	94	103	99	89	90	89	98	86	95	78	82	81	78	86	72
143	102	112	99	104	93	94	104	99	90	90	89	99	86	95	79	83	82	79	87	73
144	103	113	100	105	93	95	104	100	90	91	90	99	87	96	79	83	82	79	87	73
145	104	114	101	106	95	96	106	101	91	92	91	100	88	97	80	84	83	80	88	74
146	105	114	101	106	96	97	106	102	92	93	92	101	89	97	80	84	84	81	88	74
147	105	116	102	107	96	97	107	102	92	93	92	101	89	98	81	85	84	81	89	75
148	106	116	103	108	97	98	107	103	93	94	93	102	90	98	81	85	85	82	90	75
149	107	117	103	108	97	98	108	103	93	94	93	103	90	99	82	86	85	83	90	76

For Explanation of Column A and Column B, see page 2 hereof.

BLANKET SUPPLEMENT No. 432.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																	
	50K	47.5	47.5K	47K	45		45K	45S	44	42.5	42.5K	40		40J	40K	40L	37.5	
	COLUMN																	
	A	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	B
90	47	47	45	44	45	49	43	45	44	42	40	40	44	41	38	36	37	41
91	48	48	45	45	45	50	43	45	44	43	41	40	44	41	38	36	38	41
92	48	48	46	45	45	50	43	45	44	43	41	40	44	41	39	37	38	42
93	49	48	46	46	46	50	44	46	45	43	42	41	45	42	39	37	38	42
94	49	49	47	46	46	51	44	46	45	44	42	41	45	42	40	38	39	42
95	50	50	47	47	47	52	45	47	46	45	42	42	46	43	40	38	39	44
96	50	50	48	47	48	53	45	47	47	45	43	42	47	43	40	38	40	44
97	51	51	48	48	48	53	46	48	47	45	43	43	47	44	41	39	40	44
98	51	51	49	48	49	54	46	48	48	46	44	43	48	44	41	39	41	45
99	53	52	49	49	49	54	47	49	48	46	44	44	48	45	42	40	41	45
100	53	52	50	49	50	54	47	49	48	47	45	44	48	45	42	40	41	45
101	54	53	50	49	50	55	47	49	49	47	45	44	49	45	42	40	42	46
102	54	53	50	50	50	55	48	50	49	48	45	45	49	46	43	41	42	46
103	55	54	51	50	51	56	48	50	50	48	46	45	50	46	43	41	42	47
104	55	54	51	51	51	56	49	51	50	48	46	46	50	47	44	42	43	47
105	56	55	53	51	52	58	49	51	51	49	47	46	51	47	44	42	44	48
106	56	56	53	53	53	58	50	52	51	50	47	47	52	48	44	42	44	48
107	57	56	54	53	53	59	50	53	52	50	47	47	52	48	45	43	44	49
108	57	57	54	54	54	59	51	53	52	51	48	48	52	49	45	43	45	49
109	58	57	55	54	54	59	51	53	53	51	48	48	53	49	46	44	45	50
110	58	57	55	55	54	60	53	55	53	51	49	48	53	50	46	44	45	50
111	59	58	56	55	55	60	53	55	54	52	49	49	54	50	46	44	46	50
112	59	58	56	56	55	61	53	55	54	52	50	49	54	50	47	45	46	51
113	60	59	57	56	56	61	54	56	55	53	50	50	54	51	47	45	47	51
114	60	59	57	57	56	62	54	56	55	53	50	50	55	51	48	46	47	52
115	61	60	58	57	57	63	55	57	56	54	51	51	56	52	48	46	48	53
116	61	61	58	58	58	63	55	57	56	54	51	51	56	52	48	46	48	53
117	62	61	59	58	58	64	56	58	57	55	53	52	57	53	49	47	48	53
118	62	62	59	58	59	64	56	58	57	55	53	52	57	53	49	47	49	54
119	63	62	60	59	59	65	57	59	58	56	54	53	58	54	50	48	49	54
120	63	63	60	59	59	65	57	59	58	56	54	53	58	54	50	48	50	54
121	64	63	60	60	60	66	57	59	59	57	54	53	58	54	50	48	50	55
122	64	64	61	60	60	66	58	60	59	57	55	54	59	55	51	49	50	55
123	65	64	61	61	61	67	58	60	59	57	55	54	60	55	51	49	51	56
124	65	65	62	61	61	68	59	61	60	58	56	54	60	56	53	50	51	56
125	66	66	62	62	62	68	59	61	61	59	56	55	61	56	53	50	52	57
126	66	66	63	62	63	69	60	62	61	59	57	56	61	57	53	50	52	57
127	67	67	63	63	63	69	60	62	62	60	57	56	62	57	54	51	53	58
128	67	67	64	63	63	70	61	63	62	60	57	56	62	58	54	51	53	58
129	68	67	64	64	64	70	61	63	62	60	58	57	62	58	55	52	53	59
130	68	68	65	64	64	71	62	64	63	61	58	57	63	59	55	52	54	59
131	69	68	65	65	65	71	62	64	63	61	59	58	63	59	55	52	54	59
132	69	69	66	65	65	72	62	64	64	62	59	58	64	59	56	53	54	60
133	70	69	66	66	66	72	63	65	64	62	60	58	64	60	56	53	55	60
134	70	70	67	66	66	73	63	65	65	62	60	59	65	60	57	54	55	61
135	71	71	67	66	67	74	64	66	66	63	60	60	66	61	57	54	56	62
136	71	71	68	67	68	74	64	66	66	64	61	60	66	61	57	54	56	62
137	72	72	68	67	68	75	65	67	66	64	61	60	66	62	58	55	57	62
138	72	72	69	68	68	75	65	67	67	65	62	61	67	62	58	55	57	63
139	74	73	69	68	69	76	66	68	67	65	62	61	67	63	59	56	57	63
140	74	73	70	69	69	76	66	68	68	65	63	62	68	63	59	56	58	64
141	75	74	70	69	70	77	66	68	68	66	63	62	68	63	59	56	58	64
142	75	74	70	70	70	77	67	69	69	66	63	62	69	64	60	57	59	65
143	76	75	71	70	71	78	67	69	69	67	64	63	69	64	60	57	59	65
144	76	75	71	71	71	78	68	70	70	67	64	63	70	65	61	58	59	65
145	77	76	72	71	72	79	68	70	70	68	65	64	70	65	61	58	60	66
146	77	76	72	72	72	80	69	71	71	68	65	64	71	66	61	58	60	66
147	78	77	74	72	73	80	69	71	71	69	65	65	71	66	62	59	61	67
148	78	77	74	74	73	81	70	72	72	69	66	65	72	67	62	59	61	67
149	79	78	75	74	74	81	70	72	72	70	66	66	72	67	63	60	62	68

For Explanation of Column A and Column B, see page 2 hereof.

Amend "Table of Rates" shown in tariff, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																				
	37.5K	37.5L	37 5M	37	36 5	36	8 or 36	35K	35L	32 5	32 5J	32.5K	32	32S	30	29 5	29				
	COLUMN																				
	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	B	A	A	A
90	36	34	36	37	36	36	38	38	34	32	32	35	29	30	32	30	30	33	29	29	27
91	36	34	36	37	37	36	38	39	34	32	33	36	30	32	32	30	30	33	30	29	28
92	37	35	37	37	37	36	38	39	34	32	33	36	30	32	32	30	30	33	30	29	28
93	37	35	37	38	37	37	38	39	35	33	33	36	30	32	33	32	31	34	30	30	28
94	37	35	38	38	38	37	38	40	35	33	33	37	31	33	33	32	31	34	30	30	28
95	38	36	38	39	38	38	37	41	35	33	34	38	31	33	34	32	32	35	31	30	29
96	38	36	38	39	39	38	37	41	36	34	34	38	31	33	34	33	32	35	31	31	29
97	38	36	39	40	39	39	37	41	36	34	35	38	32	34	34	33	32	35	32	31	30
98	39	37	39	40	39	39	38	42	36	34	35	39	32	34	35	33	32	36	32	31	30
99	39	37	40	40	40	39	38	42	37	35	35	39	32	34	35	34	33	36	32	32	30
100	40	38	40	41	40	40	39	43	37	35	36	39	33	35	35	34	33	36	32	32	30
101	40	38	40	41	41	40	39	43	37	35	36	40	33	35	36	34	33	37	33	32	31
102	40	38	41	41	41	40	39	43	38	36	36	40	33	35	36	35	34	37	33	32	31
103	41	39	41	42	41	41	40	43	38	36	37	40	33	35	36	35	34	37	33	33	31
104	41	39	42	42	42	41	40	44	38	36	37	41	34	36	36	35	34	38	34	33	31
105	41	39	42	43	42	42	41	45	39	37	38	42	34	36	37	36	35	38	34	34	32
106	42	40	42	43	43	42	41	45	39	37	38	42	34	36	37	36	35	39	35	34	32
107	42	40	43	44	43	42	41	46	39	37	38	42	35	37	38	36	35	39	35	34	33
108	43	41	43	44	43	43	42	46	40	38	39	43	35	37	38	37	36	39	35	35	33
109	43	41	44	44	44	43	42	46	40	38	39	43	35	37	38	37	36	40	35	35	33
110	43	41	44	45	44	44	43	47	41	39	39	43	36	38	39	37	36	40	36	35	34
111	44	42	44	45	45	44	43	47	41	39	40	44	36	38	39	38	37	40	36	35	34
112	44	42	45	46	45	44	43	47	41	39	40	44	36	38	39	38	37	41	36	36	34
113	44	42	45	46	45	45	43	48	42	40	40	44	37	39	40	38	37	41	37	36	34
114	45	43	46	46	46	45	44	48	42	40	41	45	37	39	40	38	38	41	37	36	35
115	45	43	46	47	46	46	44	48	42	40	41	46	37	39	41	39	38	42	37	37	35
116	46	44	46	47	47	46	45	49	43	41	42	46	38	40	41	39	38	42	38	37	36
117	46	44	47	48	47	46	45	50	43	41	42	46	38	40	41	39	39	43	38	37	36
118	46	44	47	48	47	47	46	50	43	41	42	46	38	40	42	40	39	43	38	38	36
119	47	45	48	48	48	47	46	50	44	42	43	47	39	41	42	40	39	43	39	38	36
120	47	45	48	49	48	48	46	51	44	42	43	47	39	41	42	40	40	44	39	38	37
121	47	45	48	49	49	48	47	51	44	42	43	47	39	41	43	41	40	44	39	39	37
122	48	46	49	50	49	48	47	51	45	43	44	48	40	42	43	41	40	44	40	39	37
123	48	46	49	50	49	49	47	52	45	43	44	48	40	42	43	41	41	45	40	39	37
124	49	47	50	50	50	49	48	53	45	43	44	49	40	42	44	42	41	45	40	39	38
125	49	47	50	51	50	50	48	53	46	44	45	49	41	43	44	42	41	46	41	40	38
126	49	47	50	51	51	50	49	54	46	44	45	50	41	43	44	42	42	46	41	40	38
127	50	48	51	52	51	50	49	54	46	44	46	50	41	43	45	43	42	46	41	41	39
128	50	48	51	52	51	51	49	54	47	45	46	50	42	44	45	43	42	47	42	41	39
129	50	48	52	53	52	51	50	55	47	45	46	51	42	44	45	43	43	47	42	41	39
130	51	49	52	53	52	51	50	55	48	46	46	51	42	44	46	44	43	47	42	41	39
131	51	49	52	53	53	52	50	55	48	46	47	51	43	45	46	44	43	47	42	42	40
132	53	50	53	54	53	52	51	56	48	46	47	52	43	45	46	44	44	48	43	42	40
133	53	50	53	54	53	53	51	56	49	47	47	52	43	45	47	45	44	48	43	43	40
134	53	50	54	54	54	53	51	57	49	47	48	53	44	46	47	45	44	49	43	43	41
135	54	51	54	55	54	54	52	57	49	47	48	53	44	46	48	45	45	49	44	43	41
136	54	51	54	56	55	54	52	58	50	48	49	54	44	46	48	46	45	50	44	44	41
137	54	51	55	56	55	54	53	58	50	48	49	54	45	47	48	46	45	50	45	44	42
138	55	52	55	56	55	55	53	58	50	48	49	54	45	47	49	46	46	50	45	44	42
139	55	52	56	57	56	55	54	59	51	49	50	55	45	47	49	46	46	50	45	45	42
140	56	53	56	57	56	55	54	59	51	49	50	55	46	48	49	47	46	51	45	45	43
141	56	53	56	57	57	56	54	60	51	49	50	56	46	48	50	47	47	51	46	45	43
142	56	53	57	58	57	56	55	60	53	50	51	56	46	48	50	47	47	52	46	45	43
143	57	54	57	58	57	57	55	61	53	50	51	57	46	48	50	48	47	52	46	46	43
144	57	54	58	58	58	57	56	61	53	50	51	57	47	49	51	48	47	52	47	46	44
145	57	54	58	59	58	58	56	62	54	51	52	57	47	49	51	48	48	53	47	46	44
146	58	55	58	60	59	58	56	62	54	51	52	58	47	49	52	49	48	53	47	47	44
147	58	55	59	60	59	58	57	63	54	51	53	58	48	50	52	49	49	53	48	47	45
148	59	56	59	60	59	59	57	63	55	52	53	58	48	50	52	49	49	54	48	47	45
149	59	56	60	61	60	59	57	63	55	52	53	59	48	50	52	50	49	54	48	48	45

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT No. 423

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																	
	27 5J	27 5K	27 5L	27 5M	26	25		25J	25K	25L	25N	23 5	23 5K	23J	23N	22 5	
	COLUMN																	
	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	B
90	27	26	27	25	26	25	27	25	24	23	25	23	22	24	23	22	25
91	28	26	27	25	26	25	28	25	24	23	25	24	22	24	23	23	25
92	28	26	28	25	26	25	28	25	24	23	25	24	23	24	23	23	25
93	28	27	28	26	27	26	28	26	24	23	26	24	23	24	24	23	25
94	28	27	28	26	27	26	28	26	25	24	26	24	23	24	24	23	25
95	29	27	29	26	27	26	29	26	25	24	26	25	23	25	24	24	26
96	29	27	29	26	28	27	29	27	25	24	26	25	24	25	24	24	26
97	29	28	29	27	28	27	30	27	25	24	27	25	24	25	24	24	27
98	30	28	29	27	28	27	30	27	26	25	27	25	24	26	24	24	27
99	30	28	30	27	28	27	30	27	26	25	27	26	24	26	24	25	27
100	30	29	30	28	29	28	30	28	26	25	28	26	25	26	25	25	27
101	31	29	30	28	29	28	31	28	26	25	28	26	25	26	25	25	27
102	31	29	31	28	29	28	31	28	27	26	28	26	25	26	25	25	28
103	31	29	31	28	29	28	31	28	27	26	28	27	25	26	25	25	28
104	31	30	31	29	30	29	31	29	27	26	29	27	25	27	26	26	28
105	32	30	32	29	30	29	32	29	27	26	29	27	26	27	26	26	29
106	32	30	32	29	30	29	32	29	28	27	29	27	26	27	26	26	29
107	32	30	32	29	31	30	33	30	28	27	29	28	26	27	26	27	29
108	33	32	32	30	31	30	33	30	28	27	30	28	26	28	27	27	29
109	33	32	33	30	31	30	33	30	28	27	30	28	27	28	27	27	30
110	33	32	33	30	31	30	33	30	29	28	30	28	27	28	27	27	30
111	34	33	33	31	32	31	34	31	29	28	31	29	27	29	28	27	30
112	34	33	34	31	32	31	34	31	29	28	31	29	27	29	28	28	30
113	34	33	34	31	32	31	34	31	29	28	31	29	28	29	28	28	31
114	34	32	34	31	33	31	35	31	30	29	31	29	28	29	28	28	31
115	35	34	35	32	33	32	35	32	30	29	32	30	28	30	29	29	32
116	35	34	35	32	33	32	35	32	30	29	32	30	28	30	29	29	32
117	35	34	35	32	34	32	36	32	30	29	32	30	28	30	29	29	32
118	36	34	35	32	34	33	36	33	32	30	32	31	29	31	29	29	32
119	36	35	36	33	34	33	36	33	32	30	33	31	29	31	30	29	32
120	36	35	36	33	34	33	36	33	32	30	33	31	29	31	30	30	33
121	37	35	36	33	35	33	37	33	32	30	33	31	29	31	30	30	33
122	37	36	37	34	35	34	37	34	33	31	34	31	30	31	30	30	33
123	37	36	37	34	35	34	37	34	33	31	34	32	30	31	30	30	34
124	37	36	37	34	35	34	38	34	33	31	34	32	30	31	30	31	34
125	38	36	38	34	36	35	38	35	33	31	34	32	30	32	30	31	34
126	38	37	38	35	36	35	38	35	34	32	35	33	32	32	32	31	34
127	39	37	38	35	36	35	39	35	34	32	35	33	32	33	32	32	35
128	39	37	38	35	37	35	39	35	34	32	35	33	32	33	32	32	35
129	39	37	39	35	37	36	39	36	34	32	35	33	32	33	32	32	35
130	39	38	39	36	37	36	39	36	35	33	36	34	33	33	33	32	35
131	40	38	39	36	37	36	40	36	35	33	36	34	33	34	33	32	36
132	40	38	40	36	38	36	40	36	35	33	36	34	33	34	33	33	36
133	40	39	40	37	38	37	40	37	35	33	37	34	33	34	34	33	36
134	40	39	40	37	38	37	41	37	36	34	37	35	33	34	34	33	36
135	41	39	41	37	39	37	41	37	36	34	37	35	34	35	34	34	37
136	41	39	41	37	39	38	41	38	36	34	37	35	34	35	34	34	37
137	42	40	41	38	39	38	42	38	36	34	38	35	34	36	35	34	37
138	42	40	41	38	40	38	42	38	37	35	38	36	34	36	35	34	38
139	42	40	42	38	40	38	42	38	37	35	38	36	35	36	35	34	38
140	42	41	42	39	40	39	42	39	37	35	39	36	35	36	36	35	38
141	43	41	42	39	40	39	43	39	37	35	39	36	35	37	36	35	38
142	43	41	43	39	41	39	43	39	38	36	39	37	35	37	36	35	39
143	43	41	43	39	41	39	43	39	38	36	39	37	36	37	36	35	39
144	43	42	43	40	41	40	44	40	38	36	40	37	36	37	37	36	39
145	44	42	44	40	42	40	44	40	38	36	40	38	36	37	37	36	40
146	44	42	44	40	42	40	44	40	39	37	40	38	36	37	37	36	40
147	43	42	44	40	42	41	45	41	39	37	40	38	37	38	37	36	40
148	45	43	44	41	42	41	45	41	39	37	41	38	37	38	38	37	40
149	45	43	45	41	43	41	45	41	39	37	41	39	37	38	38	37	41

(1) For explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT No. 423.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES													
	22.5J	22.5K	22.5L	22.5M	21	20		20J	19	18	17.5	17.5J	17.5K	16
	COLUMN													
	A	A	A	A	A	A	B	A	A	A	A	A	A	A
90	22	21	20	21	21	20	22	20	19	18	17	17	18	16
91	23	21	20	21	21	20	22	20	19	18	18	17	18	16
92	23	22	21	22	21	20	22	20	19	18	18	17	18	16
93	23	22	21	22	21	20	22	21	19	18	18	17	18	16
94	23	22	21	22	22	21	23	21	20	19	18	17	18	16
95	24	22	21	22	22	21	23	21	20	19	18	18	19	17
96	24	23	22	23	22	21	23	21	20	19	19	18	19	17
97	24	23	22	23	22	21	24	21	20	19	19	18	19	17
98	24	23	22	23	23	22	24	22	21	19	19	18	19	17
99	25	23	22	23	23	22	24	22	21	20	19	18	19	17
100	25	24	23	24	23	22	24	22	21	20	19	19	20	18
101	25	24	23	24	23	22	24	22	21	20	19	19	20	18
102	25	24	23	24	24	22	25	22	21	20	20	19	20	18
103	25	24	23	24	24	23	25	23	21	20	20	19	20	18
104	26	24	23	24	24	23	25	23	22	21	20	19	20	18
105	26	25	24	25	24	23	26	23	22	21	20	19	20	19
106	26	25	24	25	25	23	26	23	22	21	20	20	21	19
107	27	25	24	25	25	24	26	24	22	21	21	20	21	19
108	27	25	24	25	25	24	26	24	23	21	21	20	21	19
109	27	26	25	26	25	24	26	24	23	22	21	20	21	19
110	27	26	25	26	25	24	27	24	23	22	21	20	21	20
111	27	26	25	26	26	24	27	24	23	22	21	20	21	20
112	28	26	25	26	26	25	27	25	23	22	22	21	22	20
113	28	26	25	26	26	25	27	25	24	22	22	21	22	20
114	28	27	26	27	26	25	28	25	24	23	22	21	22	20
115	29	27	26	27	27	25	28	26	24	23	22	21	22	20
116	29	27	26	27	27	26	28	26	24	23	22	21	22	21
117	29	27	26	27	27	26	28	26	25	23	23	21	23	21
118	29	28	27	28	27	26	29	26	25	23	23	22	23	21
119	29	28	27	28	28	26	29	26	25	24	23	22	23	21
120	30	28	27	28	28	26	29	26	25	24	23	22	23	21
121	30	28	27	28	28	27	29	27	25	24	23	22	23	21
122	30	28	27	28	28	27	29	27	25	24	23	22	23	21
123	30	29	28	29	28	27	30	27	26	24	24	23	24	22
124	31	29	28	29	29	27	30	27	26	24	24	23	24	22
125	31	29	28	29	29	28	30	28	26	25	24	23	24	22
126	31	29	28	29	29	28	31	28	26	25	24	23	24	22
127	32	30	29	30	29	28	31	28	27	25	25	23	25	23
128	32	30	29	30	30	28	31	28	27	25	25	23	25	23
129	32	30	29	30	30	28	31	28	27	26	25	24	25	23
130	32	30	29	30	30	29	31	29	27	26	25	24	25	23
131	32	30	29	30	30	29	32	29	27	26	25	24	25	23
132	33	32	30	32	30	29	32	29	28	26	25	24	25	23
133	33	32	30	32	31	29	32	29	28	26	26	24	26	24
134	33	32	30	32	31	29	32	29	28	26	26	24	26	24
135	34	32	30	32	31	30	33	30	28	27	26	25	26	24
136	34	33	31	33	32	30	33	30	29	27	26	25	26	24
137	34	33	31	33	32	30	33	30	29	27	26	25	26	24
138	34	33	31	33	32	30	33	30	29	27	27	25	27	25
139	34	33	31	33	32	31	34	31	29	28	27	25	27	25
140	35	34	32	34	32	31	34	31	29	28	27	26	27	25
141	35	34	32	34	33	31	34	31	29	28	27	26	27	25
142	35	34	32	34	33	31	34	31	30	28	27	26	27	25
143	35	34	32	34	33	31	35	31	30	28	27	26	27	25
144	36	34	32	34	33	32	35	32	30	28	28	26	28	26
145	36	35	33	35	34	32	35	32	30	29	28	26	28	26
146	36	35	33	35	34	32	35	32	31	29	28	27	28	26
147	36	35	33	35	34	32	36	32	31	29	28	27	28	26
148	37	35	33	35	34	33	36	33	31	29	29	27	29	27
149	37	36	34	36	34	33	36	33	31	30	29	27	29	27

For Explanation of Column A and Column B see page 2 herein.

BLANKET SUPPLEMENT No. 423.

nd "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																
	1 or 100		100K	87	2 or 85		85K	80	77 5		75		73 5	72*	3 R 35 or 70		70K
	COLUMN																
	A	B	A	A	A	B	A	A	A	B	A	B	A	A	A	B	A
	165	182	158	144	140	155	134	132	128	141	124	137	121	119	116	127	110
	166	183	159	144	141	156	134	133	129	142	125	137	122	120	116	128	111
	167	184	160	145	142	156	135	134	129	143	125	138	123	120	117	129	111
	168	185	161	146	143	157	137	134	130	143	126	139	123	121	118	130	112
	169	186	162	147	144	158	138	135	131	144	127	140	124	122	118	130	113
	171	188	163	149	145	160	139	137	133	146	128	141	126	123	120	132	114
	172	189	164	150	146	161	140	138	133	146	129	142	126	124	120	133	114
	173	190	165	151	147	162	140	138	134	147	130	143	127	125	121	133	116
	174	191	166	151	148	162	141	139	135	148	131	143	128	125	122	134	117
	175	193	167	152	149	164	142	140	136	150	131	145	129	126	123	135	117
	176	194	168	153	150	165	143	141	136	150	132	146	129	127	123	136	118
	177	195	169	154	150	166	144	142	137	151	133	146	130	127	124	137	119
	178	196	170	155	151	167	145	142	138	152	134	147	131	128	125	137	119
	179	197	171	156	152	167	146	143	139	153	134	148	132	129	125	138	120
	180	198	172	157	153	168	146	144	140	153	135	149	132	130	126	139	121
	182	200	173	158	155	170	147	146	141	155	137	150	134	131	127	140	122
	183	201	174	159	156	171	148	146	142	156	137	151	135	132	128	141	122
	184	203	175	160	156	172	149	147	143	157	138	152	135	132	129	141	123
	185	204	176	161	157	173	150	148	143	158	139	153	136	133	130	143	124
	186	205	177	162	158	174	151	149	144	159	140	154	137	134	130	144	124
	187	206	179	163	159	175	152	150	145	160	140	155	137	135	131	144	125
	188	207	180	164	160	176	152	151	146	160	141	155	138	135	132	145	126
	189	208	181	164	161	177	153	151	146	161	142	156	139	136	132	146	126
	190	209	182	165	162	178	154	152	147	162	143	157	140	137	133	146	127
	191	210	183	166	162	179	155	153	148	163	143	158	140	138	134	147	128
	193	212	184	168	164	180	156	154	150	164	145	159	142	139	135	148	129
	194	213	185	169	165	181	158	155	150	165	146	160	143	140	136	149	129
	195	215	186	170	166	183	158	156	151	167	146	161	143	140	137	151	130
	196	216	187	171	167	184	159	157	152	167	147	162	144	141	137	151	131
	197	217	188	171	167	184	160	158	153	168	148	163	145	142	138	152	131
	198	218	189	172	168	185	161	158	153	169	149	164	146	143	139	153	132
	199	219	190	173	169	186	162	159	154	170	149	164	146	143	139	153	133
	200	220	191	174	170	187	163	160	155	171	150	165	147	144	140	154	133
	201	221	192	175	171	188	164	161	156	171	151	166	148	145	141	155	134
	203	223	193	176	172	189	164	162	157	172	152	167	148	145	141	155	135
	204	224	194	177	173	190	165	163	158	174	153	168	150	147	143	157	137
	205	226	195	178	174	192	166	164	159	175	154	170	151	148	144	158	137
	206	227	196	179	175	193	167	165	160	176	155	170	151	148	144	159	138
	207	228	197	180	176	194	168	166	160	177	155	171	152	149	145	160	139
	208	229	198	181	177	195	169	166	161	177	156	172	153	150	146	160	139
	209	230	200	182	178	196	170	167	162	178	157	173	154	150	146	161	140
	210	231	201	183	179	196	170	168	163	179	158	173	154	151	147	162	141
	211	232	202	184	179	197	171	169	164	180	158	174	155	152	148	162	141
	212	233	203	184	180	198	172	170	164	181	159	175	156	153	148	163	142
	213	234	204	185	181	199	173	170	165	181	160	176	157	153	149	164	143
	215	237	205	187	183	201	174	172	167	184	161	178	158	155	151	166	144
	216	238	206	188	184	202	175	173	167	184	162	179	159	156	151	167	144
	217	239	207	189	184	203	175	175	168	185	163	179	159	156	152	167	145
	218	240	208	190	185	204	176	174	169	186	164	180	160	157	153	168	146
	219	241	209	191	186	205	177	175	170	187	164	181	161	158	153	169	146
	220	242	210	191	187	206	179	176	171	188	165	182	162	158	154	169	147
	221	243	211	192	188	207	180	177	171	188	166	182	163	159	155	170	148
	222	244	212	193	189	207	181	178	172	189	167	183	163	160	155	171	148
	223	245	213	194	190	208	182	178	173	190	167	184	164	161	156	171	149
	224	246	214	195	190	209	182	179	174	191	168	185	165	161	157	172	150
	226	249	215	197	192	212	183	181	175	193	170	187	166	162	158	174	151
	227	250	216	197	193	213	184	182	176	194	170	188	167	163	159	176	151
	228	251	217	198	194	213	185	182	177	195	171	188	168	164	160	176	152
	229	252	218	199	195	214	186	183	177	195	172	189	168	165	160	176	153
	230	253	219	200	196	215	187	184	178	196	173	190	169	166	161	177	154

For Explanation of Column A and Column B, see page 2 hereof.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																			
	65		63	63E	62K	60		60E	60K	57 5	57		R36 or 56		55J	55K	52	4 or 50		
	COLUMN																			
	A	B	A	A	A	A	B	A	A	A	A	B	A	B	A	A	A	A	B	
180	107	118	104	109½	98	99	109	104½	96	95	94	104	91	100	83	87	86	88	91	
181	108	119	105	110½	99	100	110	105½	96	95	95	104	91	101	83	87	86	88	92	
182	109	120	105	110½	99	100	110	105½	96	96	95	105	92	101	84	88	87	89	92	
183	109	120	106	111½	100	101	111	106½	97	97	96	105	92	102	84	88	87	89	93	
184	110	121	106	111½	100	101	112	106½	97	97	96	106	93	102	85	89	88	89	93	
185	111	122	106	113½	101	103	113	108½	98	98	97	107	94	103	85	89	89	90	94	
186	112	123	108	113½	102	103	113	108½	99	99	98	108	95	104	86	90	89	90	95	
187	112	124	109	114½	102	104	114	109½	99	99	99	108	95	105	86	90	90	91	95	
188	113	124	110	115½	103	104	115	109½	100	100	99	109	96	105	87	91	90	91	96	
189	114	125	110	115½	104	105	116	110½	100	101	100	110	96	106	87	91	91	92	97	
190	114	126	111	116½	104	106	116	111½	101	101	100	111	97	107	88	92	92	93	97	
191	115	127	112	117½	105	106	117	111½	102	102	101	111	97	107	89	93	92	93	98	
192	116	127	112	117½	105	107	118	112½	102	102	101	112	98	108	89	93	93	93	98	
193	116	128	113	118½	106	107	118	112½	103	103	102	112	98	108	90	95	93	93	99	
194	117	129	113	118½	107	108	119	113½	103	104	103	113	99	108	90	95	94	93	99	
195	118	130	115	120½	107	109	120	114½	104	105	104	114	100	110	91	96	95	94	100	
196	119	131	115	120½	108	110	121	115½	105	105	104	115	101	111	91	96	95	94	101	
197	120	131	116	121½	109	110	121	115½	105	106	105	115	101	111	92	97	96	95	101	
198	120	133	117	122½	109	111	122	116½	106	106	105	116	102	112	92	97	96	95	102	
199	121	133	117	122½	110	112	123	117½	106	107	106	117	102	113	93	98	97	95	103	
200	122	134	118	123½	110	112	124	117½	107	108	107	117	103	113	94	99	97	96	103	
201	122	135	118	123½	111	113	124	118½	108	108	107	118	103	114	94	99	98	96	104	
202	123	135	119	124½	112	113	125	118½	108	109	108	119	104	114	95	100	98	96	104	
203	124	136	120	125½	112	114	125	119½	109	109	108	119	104	115	95	100	99	96	105	
204	124	137	120	125½	113	115	126	120½	109	110	109	120	105	116	96	101	99	96	106	
205	125	138	122	127½	114	116	127	121½	110	111	110	121	106	117	96	101	100	97	106	
206	126	138	122	127½	114	116	128	121½	111	112	111	121	107	117	97	102	101	97	107	
207	127	140	123	128½	116	117	129	122½	111	112	111	123	107	118	97	102	101	98	108	
208	127	140	123	128½	116	118	130	123½	112	113	112	123	108	119	98	103	102	98	108	
209	128	141	124	129½	117	118	130	123½	112	113	112	124	108	119	98	103	102	99	109	
210	129	142	125	130½	118	119	131	124½	113	114	113	124	109	120	99	104	103	99	109	
211	129	142	125	130½	118	119	131	124½	114	114	113	125	109	120	100	105	103	100	110	
212	130	143	126	131½	119	120	132	125½	114	115	114	125	110	121	100	105	104	100	110	
213	131	144	127	132½	119	121	133	126½	116	116	115	126	111	122	101	106	105	101	111	
214	131	144	127	132½	120	121	133	126½	116	116	115	127	111	122	101	106	105	101	111	
215	133	146	129	134½	121	122	134	127½	117	117	116	128	112	123	102	107	106	102	112	
216	133	147	129	134½	121	123	136	128½	118	118	117	129	113	124	102	107	107	103	113	
217	134	148	130	135½	122	124	136	129½	118	118	117	129	113	125	103	108	107	103	114	
218	135	148	130	135½	123	124	137	129½	119	119	118	130	114	125	103	108	108	104	114	
219	135	149	131	136½	123	125	137	130½	119	120	119	131	114	126	104	109	108	104	115	
220	136	150	132	137½	124	125	138	130½	120	120	119	131	116	127	105	110	109	105	116	
221	137	150	132	137½	124	126	139	131½	121	121	120	132	116	127	105	110	109	105	116	
222	137	151	133	138½	125	127	139	132½	121	121	120	132	116	128	106	111	110	106	116	
223	138	151	134	139½	126	127	140	132½	122	122	121	133	117	128	106	111	110	106	117	
224	138	152	134	139½	126	128	140	133½	122	122	121	133	117	129	107	112	111	107	117	
225	140	154	135	140½	127	129	142	134½	123	124	123	135	118	130	107	112	112	108	119	
226	140	155	136	141½	128	130	143	135½	124	124	123	136	119	131	108	113	112	108	119	
227	141	155	137	142½	128	130	143	135½	124	125	124	136	119	131	108	113	113	109	120	
228	142	156	137	142½	129	131	144	136½	125	125	124	137	120	132	109	114	113	109	120	
229	142	157	138	143½	129	131	145	136½	125	126	125	137	120	133	109	114	114	110	121	
230	143	157	139	144½	130	132	145	137½	126	127	125	138	121	133	110	116	114	110	121	
231	144	158	139	144½	131	133	146	138½	127	127	126	139	122	134	111	117	115	111	122	
232	144	158	140	145½	131	133	146	138½	127	128	127	139	122	134	111	117	115	111	122	
233	145	159	140	145½	132	134	147	139½	128	128	127	140	123	136	112	118	116	112	123	
234	146	160	141	146½	132	134	148	139½	128	129	128	140	123	136	112	118	116	113	123	
235	147	162	142	147½	133	136	149	141½	129	130	129	142	124	137	113	119	118	113	124	
236	148	163	143	148½	134	136	150	141½	130	131	129	143	125	138	113	119	118	114	124	
237	148	163	144	149½	134	137	151	142½	130	131	130	143	125	138	114	120	119	114	125	
238	149	164	144	149½	135	137	151	142½	131	132	131	144	126	139	114	120	119	115	126	
239	150	164	145	150½	137	138	152	143½	131	132	131	144	127	139	115	121	120	116	127	

For Explanation of Column A and Column B, see page 2 hereof.

BLANKET SUPPLEMENT No. 423.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																	
	50K	47 5	47.5K	47K	45		45K	45S	44	42 5	42.5K	40		40J	40K	40L	37 5	
	COLUMN																	
	A	A	A	A	A	B	A	A	A	A	A	A	B	A	A	A	A	B
180	79	78	75	75	74	82	71	73	73	70	67	66	73	68	63	60	62	68
181	80	79	76	75	75	82	71	73	73	71	67	66	73	68	63	60	62	69
182	80	79	76	75	75	83	71	73	73	71	68	67	74	68	64	61	63	69
183	81	80	77	76	76	83	72	74	74	71	68	67	74	69	64	61	63	69
184	81	80	77	76	76	84	72	74	74	72	68	68	74	69	65	62	63	70
185	82	81	78	77	77	85	74	76	75	73	69	68	75	70	65	62	64	71
186	82	82	78	77	77	85	74	76	76	73	69	69	76	70	65	62	65	71
187	83	82	79	78	78	86	75	77	76	74	70	69	76	71	66	63	65	71
188	83	83	79	78	78	86	75	77	77	74	70	70	76	71	66	63	65	72
189	84	83	80	79	79	87	76	78	77	74	71	70	77	72	67	64	66	72
190	84	84	80	79	79	87	76	78	77	75	71	70	78	72	67	64	66	73
191	85	84	80	80	80	88	76	78	78	75	71	71	78	72	67	64	66	73
192	85	85	81	80	80	88	77	79	78	76	72	71	78	73	68	65	67	74
193	86	85	81	81	81	89	77	79	79	76	72	72	79	73	68	65	67	74
194	86	86	82	81	81	89	78	80	79	77	74	72	79	74	69	66	68	74
195	87	86	82	82	82	90	78	80	80	77	74	73	80	74	69	66	68	75
196	87	87	83	82	82	90	79	81	81	78	75	73	80	75	69	66	69	75
197	88	87	83	82	83	91	79	81	81	78	75	74	81	75	70	67	69	76
198	88	88	84	83	83	92	80	82	81	79	75	74	82	76	70	67	69	77
199	89	88	84	83	84	92	80	82	82	79	76	74	82	76	71	68	70	77
200	89	89	85	84	84	93	81	83	82	79	76	75	82	77	71	68	70	77
201	90	89	85	84	85	93	81	83	83	80	77	75	83	77	71	68	71	78
202	90	90	86	85	85	94	81	83	83	80	77	76	83	77	72	69	71	78
203	91	90	86	85	86	94	82	84	84	81	78	76	84	78	72	69	71	78
204	91	91	87	86	86	95	82	84	84	81	78	76	84	78	74	70	72	79
205	92	92	87	86	87	95	83	85	85	82	78	77	85	79	74	70	72	80
206	92	92	88	87	87	96	83	85	85	82	79	78	85	79	74	70	73	80
207	93	93	88	87	88	97	84	86	86	83	79	78	86	80	75	71	73	81
208	93	93	89	88	88	97	84	86	86	83	80	78	86	80	75	71	74	81
209	95	94	89	88	89	98	85	87	87	84	80	79	87	81	76	72	74	81
210	95	94	90	89	89	98	85	87	87	84	81	79	87	81	76	72	74	82
211	96	95	90	89	90	99	85	87	88	85	81	80	88	81	76	72	75	82
212	96	95	90	90	90	99	86	88	88	85	81	80	88	82	77	73	75	83
213	97	95	91	90	90	99	86	88	88	85	82	80	88	82	77	73	75	83
214	97	96	91	90	91	100	87	89	89	86	82	81	89	83	78	74	76	83
215	98	97	92	91	92	101	87	89	90	87	83	82	90	83	78	74	77	84
216	98	97	92	91	92	102	88	90	90	87	83	82	90	84	78	74	77	85
217	99	98	93	92	93	102	88	90	91	88	83	82	91	84	79	75	77	85
218	99	98	93	92	93	103	89	91	91	88	84	83	91	85	79	75	78	86
219	100	99	95	93	94	103	89	91	92	88	84	83	92	85	80	76	78	86
220	100	99	95	93	94	104	90	92	92	89	85	84	92	86	80	76	78	86
221	101	100	96	95	95	104	90	92	92	89	85	84	92	86	80	76	79	87
222	101	100	96	95	95	104	90	92	93	90	86	84	93	86	81	77	79	87
223	102	101	97	96	95	105	91	93	93	90	86	85	93	87	81	77	80	87
224	102	101	97	96	96	105	91	93	94	91	86	85	94	87	82	78	80	88
225	103	102	98	97	97	107	92	94	95	91	87	86	95	88	82	78	81	89
226	103	103	98	97	97	107	92	94	95	92	87	86	95	88	82	78	81	89
227	104	103	99	98	98	108	93	95	95	92	88	87	96	89	83	79	81	90
228	104	104	99	98	98	108	93	95	96	93	88	87	96	89	83	79	82	90
229	105	104	100	99	99	108	95	97	96	93	89	88	96	90	84	80	82	90
230	105	105	100	99	99	109	95	97	97	94	89	88	97	90	84	80	83	91
231	106	105	100	99	99	109	95	97	97	94	89	88	97	90	84	80	83	91
232	106	105	101	100	100	110	96	98	98	94	90	89	98	91	85	81	83	92
233	107	106	101	100	100	110	96	98	98	95	90	89	98	91	85	81	84	92
234	107	106	102	101	101	111	97	99	99	95	91	90	98	92	86	82	84	92
235	108	107	102	101	102	112	97	99	99	96	91	90	100	92	86	82	85	93
236	108	108	103	102	102	113	98	100	100	96	92	91	100	93	86	82	85	94
237	109	108	103	102	103	113	98	100	100	97	92	91	100	93	87	83	86	94
238	109	109	104	103	103	113	99	101	101	97	92	92	101	94	87	83	86	95
239	110	109	104	103	104	114	99	101	101	98	93	92	101	94	88	84	86	95

For Explanation of Column A and Column B, see page 2 herein.

BLANKET SUPPLEMENT No. 433.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																				
	37.5K	37.5L	37.5M	37	36.5	36	5 or 35		35K	35L	32.5		32.5J	32.5K	32	32S	30		29.5	20	1
	COLUMN																				
	A	A	A	A	A	A	A	B	A	A	A	B	A	A	A	A	A	B	A	A	A
150	59	56	60	61	60	59	58	64	56	53	54	59	49	51	53	50	50	55	49	48	46
151	60	57	60	61	61	60	58	64	56	53	54	59	49	51	53	50	50	55	49	48	46
152	60	57	61	62	61	60	58	64	56	53	54	60	49	51	53	51	50	55	49	48	46
153	60	57	61	62	61	60	59	65	57	54	55	60	50	53	54	51	50	56	50	49	46
154	61	58	62	63	62	61	59	65	57	54	55	60	50	53	54	51	51	56	50	49	46
155	61	58	62	63	62	62	60	66	57	54	56	61	50	53	55	52	51	56	50	50	47
156	62	59	62	64	63	62	60	66	58	55	56	61	51	54	55	52	52	57	51	50	47
157	62	59	63	64	63	62	61	67	58	55	56	62	51	54	55	52	52	57	51	50	48
158	62	59	63	64	64	63	61	67	58	55	57	62	51	54	56	53	52	57	51	50	48
159	63	60	64	65	64	63	61	68	59	56	57	63	52	55	56	53	53	58	52	51	48
160	63	60	64	65	64	63	62	68	59	56	57	63	52	55	56	53	53	58	52	51	48
161	63	60	64	65	65	64	62	68	59	56	58	63	52	55	57	54	53	59	52	51	49
162	64	61	65	66	65	64	62	68	60	57	58	64	53	56	57	54	53	59	53	52	49
163	64	61	65	66	65	64	63	69	60	57	58	64	53	56	57	54	54	59	53	52	49
164	65	62	66	67	66	65	63	69	60	57	59	64	53	56	58	54	54	59	53	52	50
165	65	62	66	67	66	66	64	70	61	58	59	65	54	57	58	55	55	60	54	53	50
166	65	62	66	68	67	66	64	70	61	58	59	65	54	57	59	55	55	60	54	53	50
167	66	63	67	68	67	66	64	71	61	58	60	66	54	57	59	55	55	61	54	53	51
168	66	63	67	68	68	67	65	71	62	59	60	66	55	58	59	56	56	61	55	54	51
169	66	63	68	69	68	67	65	72	62	59	60	67	55	58	60	56	56	62	55	54	51
170	67	64	68	69	68	67	65	72	63	60	61	67	55	58	60	56	56	62	55	54	52
171	67	64	68	70	69	68	66	72	63	60	61	67	56	59	60	57	56	62	55	55	52
172	68	65	69	70	69	68	66	73	63	60	61	68	56	59	60	57	57	62	56	55	52
173	68	65	69	70	69	68	67	73	64	61	62	68	56	59	61	57	57	63	56	55	52
174	68	65	70	71	70	69	67	74	64	61	62	68	57	60	61	58	57	63	56	55	53
175	69	66	70	71	70	69	68	74	64	61	63	69	57	60	62	58	58	64	57	56	53
176	69	66	70	72	71	70	68	75	65	62	63	69	57	60	62	58	58	64	57	56	53
177	69	66	71	72	71	70	68	75	65	62	63	70	58	61	62	59	59	65	58	57	54
178	70	67	71	73	72	71	69	76	65	62	64	70	58	61	63	59	59	65	58	57	54
179	70	67	72	73	72	71	69	76	66	63	64	71	58	61	63	59	59	65	58	57	54
180	71	68	72	73	72	71	69	76	66	63	64	71	59	62	63	60	59	65	58	57	54
181	71	68	72	74	73	72	70	77	66	63	65	71	59	62	64	60	60	66	59	58	55
182	71	68	73	74	73	72	70	77	67	64	65	72	59	62	64	60	60	66	59	58	55
183	72	69	73	74	73	72	70	77	67	64	65	72	59	62	64	61	60	66	59	58	55
184	72	69	74	75	74	73	71	78	67	64	66	72	60	63	65	61	61	67	60	59	56
185	72	69	74	75	74	73	71	78	68	65	66	73	60	63	65	61	61	67	60	59	56
186	74	70	74	76	75	74	73	79	68	65	67	73	60	63	66	62	62	68	60	59	56
187	74	70	75	76	75	74	73	79	68	65	67	74	61	64	66	62	62	68	61	60	57
188	75	71	75	77	76	75	73	80	69	66	67	74	61	64	66	62	62	68	61	60	57
189	75	71	76	77	76	75	73	80	69	66	68	74	61	64	67	62	62	69	61	60	57
190	75	71	76	77	76	75	73	81	70	67	68	75	62	65	67	63	63	69	62	61	58
191	76	72	76	78	77	76	74	81	70	67	68	75	62	65	67	63	63	69	62	61	58
192	76	72	77	78	77	76	74	81	70	67	69	75	62	65	68	63	63	70	62	61	58
193	76	72	77	78	77	76	74	82	71	68	69	76	63	66	68	64	64	70	63	61	59
194	77	73	78	79	78	77	75	82	71	68	69	76	63	66	68	64	64	70	63	62	59
195	77	73	78	80	78	77	75	83	71	68	70	77	63	66	69	64	65	71	63	62	59
196	78	74	78	80	79	78	76	83	72	69	70	77	64	67	69	65	65	71	64	63	60
197	78	74	79	80	79	78	76	84	72	69	71	78	64	67	69	65	65	72	64	63	60
198	78	74	79	81	80	78	76	84	72	69	71	78	64	67	70	65	65	72	64	63	60
199	79	75	80	81	80	79	77	84	74	70	71	78	65	68	70	66	66	72	65	64	61
200	79	75	80	81	80	79	77	85	74	70	72	79	65	68	70	66	66	73	65	64	61
201	79	75	80	82	81	80	77	85	74	70	72	79	65	68	71	66	66	73	65	64	61
202	80	76	81	82	81	80	78	85	75	71	72	79	66	69	71	67	67	73	65	64	62
203	80	76	81	83	81	80	78	86	75	71	72	80	66	69	71	67	67	74	66	65	62
204	81	77	82	83	82	81	78	86	75	71	73	80	66	69	72	67	67	74	66	65	62
205	81	77	82	84	82	81	79	87	76	72	73	81	67	70	72	68	68	75	67	66	63
206	81	77	82	84	83	82	79	88	76	72	74	81	67	70	73	68	68	75	67	66	63
207	82	78	83	84	83	82	80	88	76	72	74	82	67	70	73	68	68	75	67	66	63
208	82	78	83	85	84	82	80	88	77	73	74	82	68	71	73	69	69	76	68	66	64
209	82	78	84	85	84	83	81	89	77	73	75	82	68	71	74	69	69	76	68	67	64

BLANKET SUPPLEMENT No. 423

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																
	27 5J	27 5K	27 5L	27 5M	26	25		25J	25K	25L	25N	23 5	23 5K	23J	23N	22 5	
	COLUMN																
	A	A	A	A	A	A	B	A	A	A	A	A	A	A	A	A	B
150	45	43	45	41	43	41	46	41	40	38	41	39	37	38	38	37	41
151	46	44	45	42	43	42	46	42	40	38	42	39	37	39	38	37	41
152	46	44	46	42	43	42	46	42	40	38	42	39	38	39	38	38	41
153	46	44	46	42	44	42	46	42	40	38	42	39	38	39	38	38	42
154	46	44	46	42	44	42	47	42	41	39	42	40	38	39	38	38	42
155	47	45	47	43	44	43	47	43	41	39	43	40	38	40	39	38	42
156	47	45	47	43	45	43	47	43	41	39	43	40	39	40	39	39	43
157	48	45	47	43	45	43	48	43	41	39	43	41	39	41	39	39	43
158	48	45	47	43	45	44	48	44	42	40	43	41	39	41	39	39	43
159	48	46	48	44	46	44	48	44	42	40	44	41	39	41	40	39	43
160	48	46	48	44	46	44	49	44	42	40	44	41	40	41	40	40	44
161	49	46	48	44	46	44	49	44	42	40	44	42	40	42	40	40	44
162	49	47	49	45	46	45	49	45	43	41	45	42	40	42	41	40	44
163	49	47	49	45	47	45	49	45	43	41	45	42	40	42	41	40	44
164	50	47	49	45	47	45	50	45	43	41	45	42	41	43	41	41	45
165	50	47	50	45	47	46	50	46	43	41	45	43	41	43	41	41	45
166	50	48	50	46	48	46	50	46	44	42	46	43	41	43	42	41	45
167	51	48	50	46	48	46	51	46	44	42	46	43	41	43	42	41	45
168	51	48	50	46	48	46	51	46	44	42	46	43	41	43	42	42	46
169	51	48	51	46	48	47	51	47	44	42	46	44	42	43	42	42	46
170	51	49	51	47	49	47	52	47	45	43	47	44	42	43	43	42	46
171	52	49	51	47	49	47	52	47	45	43	47	44	42	44	43	42	47
172	52	49	52	47	49	47	52	47	45	43	47	44	42	44	43	43	47
173	52	50	52	48	49	48	52	48	45	43	48	45	43	44	44	43	47
174	53	50	52	48	50	48	53	48	46	44	48	45	43	45	44	43	47
175	53	50	53	48	50	48	53	48	46	44	48	45	43	45	44	43	48
176	53	50	53	48	50	49	53	49	46	44	48	46	43	45	44	44	48
177	54	51	53	49	51	49	54	49	46	44	49	46	44	46	44	44	48
178	54	51	53	49	51	49	54	49	47	45	49	46	44	46	44	44	49
179	54	51	54	49	51	49	54	49	47	45	49	46	44	46	44	44	49
180	54	53	54	50	51	50	55	50	47	45	50	47	44	46	45	45	49
181	55	53	54	50	52	50	55	50	47	45	50	47	45	47	45	45	49
182	55	53	55	50	52	50	55	50	48	46	50	47	45	47	45	45	50
183	55	53	55	50	52	50	55	50	48	46	50	47	45	47	45	45	50
184	56	54	55	51	53	51	56	51	48	46	51	47	45	48	46	45	50
185	56	54	56	51	53	51	56	51	48	46	51	48	45	48	46	46	50
186	56	54	56	51	53	51	57	51	49	47	51	48	46	48	46	46	51
187	57	54	56	51	54	52	57	52	49	47	51	48	46	48	46	46	51
188	57	55	56	52	54	52	57	52	49	47	52	49	46	48	47	47	51
189	57	55	57	52	54	52	57	52	49	47	52	49	46	48	47	47	52
190	57	55	57	52	54	52	58	52	50	48	52	49	47	48	47	47	52
191	58	56	57	53	55	53	58	53	50	48	53	49	47	49	48	47	52
192	58	56	58	53	55	53	58	53	50	48	53	50	47	49	48	47	52
193	58	56	58	53	55	53	58	53	50	48	53	50	47	49	48	48	52
194	59	56	58	53	55	53	59	53	51	49	53	50	48	50	48	48	53
195	59	57	59	54	56	54	59	54	51	49	54	51	48	50	49	48	53
196	59	57	59	54	56	54	60	54	51	49	54	51	48	50	49	49	54
197	60	57	59	54	56	54	60	54	51	49	54	51	48	51	49	49	54
198	60	57	59	54	57	55	60	55	53	50	54	51	49	51	49	49	54
199	60	58	60	55	57	55	60	55	53	50	55	51	49	51	50	49	54
200	61	58	60	55	57	55	61	55	53	50	55	52	49	52	50	50	54
201	61	58	60	55	57	55	61	55	53	50	55	52	49	52	50	50	55
202	61	59	61	56	58	56	61	56	54	51	56	52	49	52	51	50	55
203	61	59	61	56	58	56	61	56	54	51	56	52	50	52	51	50	55
204	62	59	61	56	58	56	62	56	54	51	56	53	50	53	51	50	55
205	62	59	62	56	59	57	62	57	54	51	56	53	50	53	51	51	56
206	62	60	62	57	59	57	63	57	55	52	57	53	50	53	51	51	56
207	63	60	62	57	59	57	63	57	55	52	57	54	51	54	51	51	56
208	63	60	62	57	60	57	63	57	55	52	57	54	51	54	51	52	57
209	63	60	63	57	60	58	63	58	55	52	57	54	51	54	51	52	57

For Explanation of Column A and Column B, see page 2 hereto.

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BLANKET SUPPLEMENT No. 433.

Amend "Table of Rates" shown in tariffs, as amended, to which this is a supplement, to read as follows:

TABLE OF RATES—Continued.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES													
	22.5J	22.5K	22.5L	22.5M	21	20		20J	19	18	17.5	17.5J	17.5K	16
	COLUMN													
	A	A	A	A	A	A	B	A	A	A	A	A	A	A
180	37	36	34	36	35	33	36	33	31	30	29	27	29	26
181	37	36	34	36	35	33	37	33	32	30	29	27	29	27
182	38	36	34	36	35	33	37	33	32	30	29	28	29	27
183	38	36	34	36	35	34	37	34	32	30	29	28	29	27
184	38	37	35	37	35	34	37	34	32	30	30	28	30	27
185	38	37	35	37	36	34	38	34	32	31	30	28	30	27
186	39	37	35	37	36	34	38	34	33	31	30	28	30	28
187	39	37	35	37	36	35	38	35	33	31	30	28	30	28
188	39	38	36	38	37	35	38	35	33	31	30	29	30	28
189	39	38	36	38	37	35	39	35	33	32	31	29	31	28
190	40	38	36	38	37	35	39	35	33	32	31	29	31	28
191	40	38	36	38	37	35	39	35	34	32	31	29	31	28
192	40	38	36	38	37	36	39	36	34	32	31	29	31	28
193	40	39	37	39	38	36	39	36	34	32	31	30	31	29
194	41	39	37	39	38	36	40	36	34	32	32	30	32	29
195	41	39	37	39	38	36	40	36	35	33	32	30	32	29
196	41	39	37	39	38	37	40	37	35	33	32	30	32	29
197	41	40	38	40	39	37	40	37	36	33	32	30	32	29
198	42	40	38	40	39	37	41	37	35	33	32	30	32	30
199	42	40	38	40	39	37	41	37	35	33	33	32	33	30
170	42	40	38	40	39	37	41	37	36	34	33	32	33	30
171	42	40	38	40	39	38	41	38	36	34	33	32	33	30
172	43	41	39	41	40	38	42	38	36	34	33	32	33	30
173	43	41	39	41	40	38	42	38	36	34	33	32	33	30
174	43	41	39	41	40	38	42	38	36	34	33	32	33	31
175	43	41	39	41	41	39	42	39	37	35	34	33	34	31
176	44	42	40	42	41	39	43	39	37	35	34	33	34	31
177	44	42	40	42	41	39	43	39	37	35	34	33	34	31
178	44	42	40	42	41	39	43	39	37	35	34	33	34	31
179	44	42	40	42	41	39	43	39	37	35	34	33	34	32
180	45	43	41	43	42	40	44	40	38	36	35	34	35	32
181	45	43	41	43	42	40	44	40	38	36	35	34	35	32
182	45	43	41	43	42	40	44	40	38	36	35	34	35	32
183	45	43	41	43	42	40	44	40	38	36	35	34	35	32
184	45	43	41	43	42	40	44	40	38	36	35	34	35	32
185	46	44	42	44	43	41	45	41	39	37	36	34	36	33
186	46	44	42	44	43	41	45	41	39	37	36	35	36	33
187	46	44	42	44	43	41	45	41	39	37	36	35	36	33
188	47	44	42	44	43	41	46	41	39	37	36	35	36	33
189	47	45	43	45	44	42	46	42	40	37	36	35	36	33
190	47	45	43	45	44	42	46	42	40	38	37	35	37	33
191	47	45	43	45	44	42	46	42	40	38	37	35	37	34
192	47	45	43	45	44	42	46	42	40	38	37	36	37	34
193	48	45	43	45	45	42	47	42	40	38	37	36	37	34
194	48	46	44	46	45	43	47	43	40	38	37	36	37	34
195	48	46	44	46	45	43	47	43	41	39	38	36	38	34
196	49	46	44	46	45	43	48	43	41	39	38	36	38	35
197	49	46	44	46	46	43	48	43	41	39	38	36	38	35
198	49	47	45	47	46	44	48	44	41	39	38	37	38	35
199	49	47	45	47	46	44	48	44	42	39	38	37	38	35
200	50	47	45	47	46	44	48	44	42	40	39	37	39	35
201	50	47	45	47	46	44	49	44	42	40	39	37	39	35
202	50	47	45	47	47	44	49	44	42	40	39	37	39	36
203	50	48	46	48	47	45	49	45	42	40	39	38	39	36
204	50	48	46	48	47	45	49	45	43	40	39	38	39	36
205	51	48	46	48	47	45	50	45	43	41	40	38	40	36
206	51	48	46	48	48	45	50	45	43	41	40	38	40	36
207	51	49	47	49	48	46	50	46	43	41	40	38	40	36
208	52	49	47	49	48	46	50	46	44	41	40	38	40	37
209	52	49	47	49	48	46	51	46	44	41	40	39	40	37

For Explanation of Column A and Column B, see page 2 herein.

Amend Tariffs, as amended, to which this is a supplement, as indicated below

RATE TABLE SHOWING MULTIPLES OF 1ST CLASS RATES.

Change Heading to read as follows:

§When 1st Class Rate is	4 x 1st Class Rate	3 x 1st Class Rate	2½ x 1st Class Rate	2 x 1st Class Rate	1⅔ x 1st Class Rate	1½ x 1st Class Rate	1¼ x 1st Class Rate	§When 1st Class Rate is	4 x 1st Class Rate	3 x 1st Class Rate	2½ x 1st Class Rate	2 x 1st Class Rate	1⅔ x 1st Class Rate	1½ x 1st Class Rate	1¼ x 1st Class Rate
Rate in Cents per 100 Lbs.															

§—Apply as basic 1st Class Rates the 1st Class Rates shown under "Column A" or "Column B," according to their application, in arriving at multiples thereof.

1859

1285

THE CHANGES IN RATES, PUBLISHED HEREIN, ARE INCREASES

SUBJECT, EXCEPT AS OTHERWISE PROVIDED HEREIN, TO TARIFF OF INCREASED RATES AND CHARGES No. X-148, AGENT W. S. CURLETT'S I. C. C. No. A-742, P. U. C.-N. J. No. A-20, P. S. C.-N. Y. No. A-122, SUPPLEMENTS THERETO OR SUCCESSIVE ISSUES THEREOF. SEE NOTE BELOW:

NOTE.—The operation of the provisions referring to this Note as to rates or charges published in this Supplement is suspended on the effective date of such rates or charges until January 1, 1946, except as otherwise provided in Item R-148, and will become operative January 1, 1946.

The form of this publication is authorized by Special Permission of the Interstate Commerce Commission, No. 15666 as amended, December 12, 1944.

THE OPERATION OF PORTIONS OF TARIFF, REFERRED TO IN ITEMS Nos. 1, 2 AND 3 OF TARIFF, AS AMENDED, IS SUSPENDED AS PROVIDED IN SAID ITEMS OR SUCCESSIVE ISSUES THEREOF.

SUPPLEMENT No. 87
To
P. U. C.-N. J. No. A-23
P. S. C.-N. Y. No. A-133

SUPPLEMENT No. 87
To
I. C. C. No. A-788

Supplements Nos. §5, 22, ⊕33, ‡34, ⊕41, ƒ43, 60, ⊂59, Ø65, ¶72, 73, ♀75, ⌶77, ⊕79, ⊕80, ⊕83, ⌶84, ⊕85, 86 and 87 contain all changes from the original Tariff.

⌶ Service Order No. 68.
§ Service Order No. 70.
‡ Service Order No. 240.
ƒ Postponement Supplement—Ex Parte 148 reopened.
Ø Service Order No. 180 (Revised).
¶ Service Order No. 112 (Revised).
⊕ Vacating Supplement.
♀ Service Order No. 293.
⊂ Service Order No. 301.

TRUNK LINE TARIFF BUREAU

W. S. CURLETT, Agent

SUPPLEMENT No. 87
To
FREIGHT TARIFF No. 116-B

LOCAL, JOINT AND PROPORTIONAL FREIGHT TARIFF
NAMING

LIGHTERAGE AND TERMINAL REGULATIONS

IN

New York Harbor and Vicinity

INCLUDING

Rates, Rules and Charges for Grain, Live Stock and Storage, Deliveries and Handling of Freight between Terminals

ON

Domestic, Import, Export, Coastwise and Intercoastal Freight.

IN CONNECTION WITH PARTICIPATING CARRIERS SHOWN ON PAGE 3 OF TARIFF AND PAGE 2 OF SUPPLEMENT No. 22

THIS TARIFF WILL NOT APPLY ON COAL OR COKE
(the direct products of Coal) (Note)

NOTE.—This tariff will apply on Coal or Coke (the direct products of Coal) for account of B. & O., C. of N. J. and P. R. R. except as otherwise provided herein, and for account of the B. E. D. T., Bush T., Jay S. C., N. Y. C. (E.), N. Y. C. (W. S.) and N. Y. O. & W., where specifically provided.

Unless otherwise specifically provided for in this tariff, the rates, rules and regulations herein will apply only to each carrier party to this tariff insofar as its stations and facilities as shown herein are concerned.

Issued October 24, 1945 Effective November 30, 1945

Issued in compliance with order of the Interstate Commerce Commission in Docket No. 26300 of May 18, 1945, as amended.
The form of this publication is authorized by special permission of the Interstate Commerce Commission No. 26345 of September 17, 1945.
Authority Interstate Commerce Commission Fourth Section Order No. 18410 of October 19, 1945.

Issued by
W. S. CURLETT, Agent,
148 Liberty Street,
New York 5, N. Y.

RECEIVED

Month	Day	Year

PRINTED IN U. S. A.

(5,800) (71879)

INDIVIDUAL CARRIERS' TARIFF NUMBERS.

CARRIERS	Tariff No.	Agents Index No.
Central R. R. of N. J.	G. F. O. 1641	
Pennsylvania R. R.		48

EXPLANATION OF NOTES.

Change on page 17 of Tariff, and pages 4 and 5 of Supplement No. 22:

Note 1.—Where reference is made to this Note charges will be assessed at the following class rates in cents per 100 pounds, governed by the Official Classification and by Exceptions to Official Classification as provided for in the explanation of Column A and Column B.

1 or 100	100K	97	3 or 85	85K	80	77.5	75	73.5
COLUMN								
A B	A	A	A B	A	A	A B	A B	A
♦ 44 45	42	38	37 41	36	35	34 37	33 35	32
¶ 34 37	33	30	29 32	27	27	26 29	26 29	25

73	3 R34 or 70	70K	68	63	63B	61K	60	60K
COLUMN								
A	A B	A	A B	A	A	A	A B	A
♦ 32	31 34	29	29 32	28	33⅓	26	26 29	31⅓
¶ 24	24 26	23	22 24	21	26⅔	20	20 22	25⅓

60K	57.5	57	R36 or 55	55J	54K	53	4 or 50	50J	50K	47.5
COLUMN										
A	A	A B	A B	A	A	A	A B	A	A	A
♦ 25	25	25 28	24 26	22	23	28	22 24	20	21	21
¶ 20	20	19 21	19 21	17	18	18	17 19	16	17	16

47.5K	47K	46	45K	45S	44	43.5	43.5K	40	40J	40K
COLUMN										
A	A	A B	A	A	A	A	A	A B	A	A
♦ 20	20	20 22	19	21	19	19	18	18 20	18	17
¶ 16	16	15 17	15	17	15	14	14	14 15	14	13

40L	37.5	37.5K	37.5L	37.5M	37	36.5	36
COLUMN							
A	A B	A	A	A	A	A	A
♦ 16	17 19	16	15	16	16	16	16
¶ 12	13 14	15	12	13	13	12	12

6 or 35	35K	35L	33.5	33.5J	33.5K	33	33S	30
COLUMN								
A B	A	A	A B	A	A	A	A	A B
♦ 13 17	15	14	14 15	13	14	14	14	13 14
¶ 12 13	13	11	11 12	10	11	11	11	10 11

(Concluded on next page)

Explanation of Column A and Column B:

Column A.—The rates named in Column A apply only where applicable rating is published in EXCEPTIONS TO OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Exceptions to Official Classification and to applicable rules and other provisions, except ratings, in Official Classification.

Column B.—The rates named in Column B apply only where applicable rating is published in OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Official Classification and to applicable rules and other provisions, except ratings, in Exceptions to Official Classification.

♦ Rates shown opposite this reference mark do not apply from Hoboken, N. J., Jersey City, N. J., or Weehawken, N. J., to storage points in New Jersey, except on carload traffic loaded into car by or at the expense of carrier.

¶ Rates shown opposite this reference mark apply only from Hoboken, N. J., Jersey City, N. J., or Weehawken, N. J., to storage points in New Jersey except on carload traffic loaded into car by or at the expense of carriers. (R. A. 51390, S-119.)

For Explanation of other Reference Marks and Notes, see pages 17 to 26 of Tariff, as amended.

EXPLANATION OF NOTES—Concluded.

Change on page 17 of Tariff, and pages 4 and 5 of Supplement No. 22:

Note 1.—Where reference is made to this Note charges will be assessed at the following class rates in cents per 100 pounds, governed by the Official Classification and by Exceptions to Official Classification as provided for in the explanation of Column A and Column B.

29.5	29	6 or 27.5		27.5J	27.5K	27.5L	27.5M	26
		COLUMN						
A	A	A	B	A	A	A	A	A
♯ 13	13	12	13	13	12	12	11	11
¶ 10	10	9	10	11	9	9	9	9

25	25J	25K	25L	25N
COLUMN				
A B	A	A	A	A
♯ 11 12	12	11	10	11
¶ 9 10	10	8	8	9

23.5	23.5K	23J	23N	22.5		22.5J	22.5K	22.5L
COLUMN								
A	A	A	A	A	B	A	A	A
♯ 10	9	11	11	10	11	11	9	9
¶ 8	7	10	8	8	9	9	7	7

22.5M	21	20	20J	19	18	17.5
COLUMN						
A	A	A B	A	A	A	A
♯ 10	9	9 10	10	8	8	8
¶ 8	7	7 8	8	6	6	6

17.5J	17.5K	16
COLUMN		
A	A	A
♯ 8	9	8
¶ 6	7	5

Explanation of Column A and Column B:

Column A.—The rates named in Column A apply only where applicable rating is published in EXCEPTIONS TO OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Exceptions to Official Classification and to applicable rules and other provisions, except ratings, in Official Classification.

Column B.—The rates named in Column B apply only where applicable rating is published in OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Official Classification and to applicable rules and other provisions, except ratings, in Exceptions to Official Classification.

♯ Rates shown opposite this reference mark do not apply from Hoboken, N. J., Jersey City, N. J., or Weehawken, N. J., to storage points in New Jersey, except on carload traffic loaded into car by or at the expense of carrier.

¶ Rates shown opposite this reference mark apply only from Hoboken, N. J., Jersey City, N. J., or Weehawken, N. J., to storage points in New Jersey except on carload traffic loaded into car by or at the expense of carriers. (R. A. 51390, S-119.)

For Explanation of other Reference Marks and Notes, see pages 17 to 26 of Tariff, as amended.

POSTPONEMENT SUPPLEMENT

Special Supplement No. to T. L. T. B. Tariff No. , I. C. C. No.
Special Supplement to I. C. C. Nos., C. T. C. Nos., State Commission Nos., shown herein

TRUNK LINE TARIFF BUREAU

W. S. CURLETT, Agent

SPECIAL SUPPLEMENT TO TARIFFS LISTED HEREIN
ISSUED BY

W. S. Curlett, I. N. Doe, R. H. Hoke and B. T. Jones, Agents

APPLYING IN CONNECTION WITH PARTICIPATING CARRIERS SHOWN IN TARIFFS AND SUPPLEMENTS THERETO ENUMERATED HEREIN

POSTPONEMENT NOTICE.

By authority of Special Permission of the Interstate Commerce Commission and State Commission permissions noted below, the effective date of matter indicated below IS HEREBY POSTPONED FROM NOVEMBER 30, 1945 UNTIL JANUARY 1, 1946.

Number of this Supplement	Postpones Effective Date of Matter Contained in Supplement No.	I. C. C. No.	MF-I. C. C. No.	C. T. C. No.	Tariff No.	State Commission Nos.
33	30	A-800 ①507 ②3858 ③928	A-51 ①64 ②116 ③314	A-540 ①428 ②1892	44-I	
32	31	A-766		A-511	60-A	K. R. C. A-13, Pa. P. U. C. A-113.
143	142	A-331		A-188	61	P. S. C.-N. Y. A-41, Vt. P. S. C. A-1.
133	132	A-332			62	P. U. C.-N. J. A-2, P. S. C.-N. Y. A-42.
137	136	A-333		A-189	63	P. S. C.-N. Y. A-43, Pa. P. U. C. A-40.
140	139	A-334			64	P. S. C.-Md. A-5, P. U. C.-N. J. A-3, Pa. P. U. C. A-41
135	134	A-335		A-190	65	P. S. C.-Md. A-6, P. S. C.-N. Y. A-44, Pa. P. U. C. A-42.
139	138	A-336		A-191	66	P. S. C.-Md. A-7, Pa. P. U. C. A-43, P. S. C.-W. Va. A-29.
144	143	A-337			67	P. S. C.-Md. A-8, Pa. P. U. C. A-44, Va. C. C. A-12, P. S. C.-W. Va. A-30.
39	38	A-755		A-504	68-A	P. S. C.-N. Y. A-129, Ohio A-22, Pa. P. U. C. A-111, P. S. C.-W. Va. A-76.
157	156	A-339		A-193	69	P. S. C.-Md. A-11, Va. C. C. A-13, P. S. C.-W. Va. A-32.
147	146	A-340		A-194	70	K. R. C. A-2, Pa. P. U. C. A-46, Va. C. C. A-14, P. S. C.-W. Va. A-33.
41	40	A-744 ①459	A-35 ①54	A-497 ①391	71-A	Ohio A-20, P. S. C.-N. Y. A-123, V. P. S. C. A-20. P. S. C.-N. Y. 52, V. P. S. C. 33.
8	7	A-819		A-558	72-B	P. U. C.-N. J. A-26, P. S. C.-N. Y. A-138, Ohio A-26.
88	87	A-788			116-B	P. U. C.-N. J. A-23, P. S. C.-N. Y. A-133.

① I. N. Doe, Agent. ② B. T. Jones, Agent. ③ R. H. Hoke, Agent.

The form of this supplement is authorized under permission of the Interstate Commerce Commission No. 26847, dated November 1, 1945, and under authority of Permission named below.

ISSUED NOVEMBER 19, 1945 **EFFECTIVE NOVEMBER 29, 1945**

Issued on five days' notice under permission of the Interstate Commerce Commission No. 26847, dated November 1, 1945, and under authority of:

Kentucky Railroad Commission Short Notice No. 739 of November 2, 1945, amended.
Public Service Commission of Maryland, Order No. 41523 of November 8, 1945.
Board of Public Utility Commissioners, State of New Jersey, Permission dated November 7, 1945.
Public Service Commission, State of New York, Special Permission Order No. 14758 of November 13, 1945.
Effective upon less than statutory notice by Special Permission of the Pennsylvania Public Utility Commission No. 21700 of November 14, 1945.
Vermont Public Service Commission Special Order No. 408 of November 8, 1945.
Public Service Commission of West Virginia, Informal Order No. 3774 of November 13, 1945.

Issued by

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608 South Dearborn Street,
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New York 6, N. Y.

RECEIVED
Month | Day | Year

Printed in U. S. A.

(59,000) (71501) (Blanket Supplement No. 426) (File No. 8365)

THE CHANGES IN RATES, PUBLISHED HEREIN, ARE INCREASES

Subject, except as otherwise provided herein, to TARIFF OF INCREASED RATES AND CHARGES No. X-148, Agent W. S. Curlett's I. C. C. No. A-742, C. T. C. No. A-496, supplements thereto or successive issues thereof, as provided in Item X-148 of Supplement No. 33. See Note below.

Note.—The operation of the provisions referring to this note as to rates or charges published in this supplement is suspended on the effective date of such rates or charges (but not before May 15, 1943 as to rates or charges shown herein as reissued effective prior to May 15, 1943) until January 1, 1946, except as otherwise provided in Item No. R-148, and will become operative January 1, 1946.

The form of this publication is authorized by special permission of the Interstate Commerce Commission, No. 15888 of April 24, 1943, as amended.

Supplement No. 51
to
C. T. C. No. A-395

Supplement No. 51
to
I. C. C. No. A-609

Supplements Nos. 33, 35, ♀39, Ø48, 49, 50 and 51 contain additions and changes.
Supplement No. ♀47 contains other matter as indicated.

♀ Closing of Navigation Supplement.
δ Blanket Supplement 378 (Great Lakes Transit Corp.)
♔ Suspension Notice—Ex Parte 148, reopened.
Ø Postponement Supplement—Ex Parte 148, reopened.

W. S. CURLETT, Agent

TRUNK LINE TARIFF BUREAU

SUPPLEMENT No. 51
TO

FREIGHT TARIFF No 76-B

Joint, Proportional and Coastwise, Intercoastal and Import Freight Tariff

OF

RAIL-AND-LAKE and RAIL-LAKE-AND-RAIL CLASS RATES

FROM STATIONS IN		TO STATIONS IN	
DELAWARE	NEW YORK	ILLINOIS	MISSOURI
DISTRICT OF COLUMBIA	PENNSYLVANIA	INDIANA	OHIO
MARYLAND	VERMONT	IOWA	WISCONSIN
NEW JERSEY	VIRGINIA	MICHIGAN	
	WEST VIRGINIA		
As named on Pages 7 to 77 of Tariff, and as amended		As named on Pages 78 to 101 of Tariff, as amended	

Also provision for substitution of Motor Carrier Service as provided in Item No. 620 of Tariff, as amended.

In connection with Participating Carriers shown on pages 3 to 6 of Tariff, pages 3 to 6 of Supplement No. 49 and page 3 of Supplement No. 50.

Governed, except as otherwise provided herein, by the Official Classification, I. C. C.-O. C. No. 60, C. T. C.-O. C. No. 60, (A. H. Greenly, Agent), and by exceptions to said classification as provided in Agent W. S. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C. No. A-537.

ISSUED NOVEMBER 20, 1945 **EFFECTIVE JANUARY 1, 1946**

Issued in conformity with order of the Interstate Commerce Commission in Docket No. 28200 of May 15, 1945, as amended. The form of this publication is authorized by special permission of the Interstate Commerce Commission No. 28243 of September 17, 1945.

Authority Interstate Commerce Commission Fourth Section Order No. 15410 of October 19, 1945.

RECEIVED		
Month	Day	Year

(Printed in U. S. A.)

Issued by
W. S. CURLETT, Agent,
143 Liberty Street,
New York 6, N. Y.

Add to page 106 of Tariff:

ITEM No. 1 (New). APPLICATION OF RATES.

EXPLANATION OF COLUMNS A AND B REFERRED TO ON PAGES 118 TO 129 OF TARIFF, AS AMENDED.

COLUMN A. The Rate Base Numbers named in Column A apply only where applicable rating is published in EXCEPTIONS TO OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Exceptions to Official Classification and to applicable rules and other provisions, except ratings, in Official Classification, EXCEPT that:

These Rate Base Numbers will ALSO apply:

Where the applicable rating is published in Official Classification and the applicable carload minimum weight is published in the Exceptions to Official Classification.

COLUMN B. The Rate Base Numbers named in Column B apply only where applicable rating is published in OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Official Classification and to applicable rules and other provisions, except ratings, in Exceptions to Official Classification, EXCEPT that:

These Rate Base Numbers will NOT apply:

Where the applicable rating is published in the Official Classification and the applicable carload minimum weight is published in the Exceptions to Official Classification. Column A rates apply.

RATE TABLE SHOWING MULTIPLES OF 1ST CLASS RATES.

When 1st Class Rate is	4x1st Class Rate	3x1st Class Rate	2½x1st Class Rate	2x1st Class Rate	1¾x1st Class Rate	1½x1st Class Rate	1¼x1st Class Rate	When 1st Class Rate is	4x1st Class Rate	3x1st Class Rate	2½x1st Class Rate	2x1st Class Rate	1¾x1st Class Rate	1½x1st Class Rate	1¼x1st Class Rate
						Rate in Cents per 100 Pounds									
Add to page 117 of Tariff:															
210	840	630	525	420	368	315	263	221	884	663	553	442	387	332	276
211	844	633	528	422	369	317	264	222	888	666	555	444	389	333	278
212	848	636	530	424	371	318	265	223	892	669	558	446	390	335	279
213	852	639	533	426	373	320	266	224	896	672	560	448	392	336	280
214	856	642	535	428	375	321	268	225	900	675	563	450	394	338	281
215	860	645	538	430	376	323	269	226	904	678	565	452	396	339	283
216	864	648	540	432	378	324	270	227	908	681	568	454	397	341	284
217	868	651	543	434	380	326	271	228	912	684	570	456	399	342	285
218	872	654	545	436	382	327	273	229	916	687	573	458	401	344	286
219	876	657	548	438	383	329	274	230	920	690	575	460	403	345	288
220	880	660	550	440	385	330	275								

SUPPLEMENT No. 81 FREIGHT TARIFF No. 76-B.

RATE BASIS NUMBERS APPLICABLE ON DOMESTIC TRAFFIC.

Cancel Rate Basis Numbers shown on pages 118 to 128, inc., of Tariff, as amended, and substitute the following Rate Basis Numbers in Rate Basis Numbers now shown on those pages.

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

FROM Stations shown on pages 7 to 77, inc., of Tariff, as amended, taking Rate Basis:		Wis. Appleton	Ill. Aurora	Ill. Bloomington	Iowa Burlington	Ill. Champaign	Ill. Chicago	Ill. Chiport	Iowa Clinton	Wis. Clyman Jct.	Ill. Danville
		Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
		APPLY RATE BASIS NUMBERS. (For Rates, see pages 132 to 171 of Tariff, as amended)																	
Albany	N. Y.	311	26n 361	1n 357	2n 360	3n 340	4n 364	5n	60	463n 350		6n 338		11n 361			
Altoona (G1 to G32)	Pa.	273	31n 271	32n 272	30n 273	31n 271	32n 274	33n	39	151n 275		34n 623		37n 271		33	
Atlantic City	N. J.	440	51n 441	49n 442	50n 440	51n 441	49n 443	52n	72	473n 444		53n 445		158n 443		52	
Baltimore	Md.	427	536n 428	469n 426	469n 442	494n 429	481n 429	481n	61	464n 441		493n 441		173n 430		482	
Batavia (G1 to G17)	N. Y.	253	45n 255	33n 264	72n 265	46n 266	73n 267	74n	37	449n 249		375n 257		42n 251		77	
Bellefonte (G1 to G22)	Pa.	284	93n 283	88n 285	89n 286	90n 281	91n 278	92n	46	454n 284		93n 292		97n 276		92	
Berwick	Pa.	311	122n 334	111n 317	112n 325	113n 321	114n 306	115n	55	549n 326		116n 320		126n 306		115	
Binghamton	N. Y.	316	141n 335	134n 328	127n 326	116n 336	121n 309	135n	51	457n 310		136n 317		112n 318		139	
Boston	Mass.	444	538n 455	508n 449	501n 456	509n 453	506n 433	485n	74	474n 457		510n 449		537n 455		508	
Bridgeton	N. J.	445	158n 443	52n 451	62n 448	58n 436	149n 443	52n	72	473n 447		57n 444		53n 439		151	
Cape Charles	Va.	388	539n 378	162n 391	163n 380	164n 369	165n 369	165n	79	476n 385		166n 626		180n 370		168	
Clearfield (G1 to G26)	Pa.	277	38n 271	32n 283	82n 622	84n 289	183n 274	33n	40	452n 277		38n 623		37n 274		33	
Connellsville (G1 to G42)	Pa.	241	196n 242	194n 243	195n 241	196n 244	197n 245	198n	35	448n 246		199n 247		205n 248		201	
Cumberland (G1 to G51)	Md.	295	95n 272	218n 280	102n 290	219n 276	92n 271	220n	44	453n 622		221n 282		227n 291		223	
Driftwood (G1 to G30)	Pa.	277	38n 271	32n 283	82n 284	35n 271	32n 274	33n	40	452n 277		38n 623		37n 301		78	
Easton	Pa.	347	62n 357	244n 354	245n 359	57n 357	244n 340	246n	66	467n 356		65n 339		250n 340		246	
Elkton (G21 and G22)	Va.	304	431n 305	257n 306	115n 307	139n 308	258n 309	135n	51	457n 310		136n 311		122n 312		260	
Elmira (G1 to G55)	N. Y.	292	97n 278	108n 287	105n 283	266n 288	270n 272	218n	48	455n 290		219n 277		101n 278		109	
Franklin City	Va.	368	413n 391	163n 391	165n 380	164n 369	165n 366	165n	79	476n 385		166n 626		180n 370		168	
Frederick	Md.	304	431n 319	119n 334	111n 329	291n 305	257n 306	115n	55	459n 326		116n 307		139n 318		139	
Geneva (G1 to G27)	N. Y.	287	105n 297	301n 285	89n 290	219n 283	88n 271	220n	44	453n 292		97n 288		400n 297		301	
Glens Falls	N. Y.	453	65n 432	254n 451	62n 445	158n 436	149n 463	310n	68	469n 490		153n 455		62n 432		256	
Gloversville	N. Y.	453	65n 432	254n 455	69n 448	58n 436	149n 463	310n	68	469n 447		57n 455		47n 432		256	
Grafton (G1 to G33)	W. Va.	258	533n 244	197n 255	210n 249	202n 259	328n 248	201n	33	447n 250		215n 250		215n 260		330	
Greenwood	Del.	446	48n 433	250n 451	62n 445	158n 436	149n 432	254n	70	472n 460		153n 444		53n 432		254	
Hagerstown (G1 to G24)	Md.	330	294n 318	138n 306	315n 307	139n 308	258n 309	135n	51	457n 310		136n 322		129n 312		260	
Harrisburg (G1 to G45)	Pa.	327	118n 321	114n 319	119n 327	118n 305	257n 318	138n	54	458n 307		139n 311		122n 318		138	
Hudson	N. Y.	350	6n 348	17n 344	25n 346	39n 345	20n 436	367n	64	466n 347		368n 344		25n 348		17	
Johnsonburg (G1 to G58)	Pa.	268	43n 255	33n 264	72n 265	46n 243	78n 267	74n	37	449n 249		75n 250		44n 244		380	
Johnstown (G1 to G18)	Pa.	265	40n 255	33n 256	32n 263	346 255	33n 267	74n	37	449n 261		37n 250		44n 267		74	
Lewistown (G1 to G9)	Pa.	307	277n 314	270n 318	104n 310	308n 308	89n 332	88n	48	470n 316		219n 316		219n 332		80	
Long Branch	N. J.	440	51n 441	49n 442	50n 440	51n 441	49n 443	52n	72	473n 444		53n 445		158n 443		52	
Malone	N. Y.	339	15n 346	307n 345	20n 347	308n 348	17n 349	110n	62	465n 350		6n 354		13n 346		360	
Middletown	N. Y.	156	65n 143	172n 142	50n 140	51n 141	196 139	254n	69	471n 474		53n 459		61n 445		256	
Mineola	N. Y.	385	178n 378	162n 376	177n 377	112n 378	162n 372	174n	79	479n 389		164n 383		173n 372		170	
Montauk	N. Y.	392	541n 390	416n 100	417n 391	418n 389	416n 402	419n	90	478n 397		420n 398		424n 402		419	
New York	N. Y.	449	537n 441	465n 442	494n 440	492n 441	493n 443	495n	72	417n 444		496n 453		500n 443		496	
Ogdensburg	N. Y.	339	15n 348	307n 345	20n 347	308n 348	17n 349	110n	62	465n 350		6n 354		13n 346		360	
Olean (G1 to G4)	N. Y.	250	43n 255	33n 264	72n 265	46n 266	73n 267	74n	37	449n 249		75n 250		72n 251		77	
Oneonta	N. Y.	311	122n 319	111n 317	125n 304	431n 317	112n 295	277n	57	468n 318		124n 315		127n 319		127	
Patchogue	N. Y.	384	540n 381	432n 375	433n 427	434n 381	432n 373	520n	83	477n 377		521n 387		525n 377		521	
Philadelphia	Pa.	349	537n 339	461n 337	490n 435	487n 448	488n	496	90	497n 453		500n 453		504n 448		500	
Pierrepont	N. Y.	339	15n 346	335n 345	20n 347	308n 348	17n 349	110n	62	465n 350		6n 354		13n 346		360	
Pittsfield	Mass.	437	130n 348	126n 344	188n 306	302n 315	181n 316	102n	64	464n 347		507n 341		118n 348		346	
Port Jervis	N. Y.	357	128n 348	175n 339	250n 378	158n 338	249n 340	249n	76	467n 347		148n 351		49n 340		249	

For Explanation of Columns A and B, see Item No. 1, page 2 hereof.

RATE BASIS NUMBERS APPLICABLE ON DOMESTIC TRAFFIC—Continued.

Cancel Rate Basis Numbers shown on pages 118 to 125, inc., of Tariff, as amended, and substitute the following Rate Basis Numbers for Rate Basis Numbers now shown on those pages.

FROM

Stations shown on pages 7 to 77, inc., of Tariff, as amended, taking Rate Basis:

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

	Wis. Appleton		Ill. Aurora		Ill. Bloomington		Iowa Burlington		Ill. Champaign		Ill. Chicago		Ill. Chiport		Iowa Clinton		Wis. Clymes Jct.		Ill. Danville	
	Column		Column		Column		Column		Column		Column		Column		Column		Column		Column	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
APPLY RATE BASIS NUMBERS. (For Rates, see pages 133 to 171 of Tariff, as amended)																				
Potteville Pa.	344	118n	364	111n	363	144n	352	128n	364	117n	365	121n	58	461n	353	113n	345	116n	365	121n
Poughkeepsie N. Y.	453	65n	443	52n	442	50n	440	51n	441	49n	439	151n	69A	471n	444	53n	452	63n	443	52n
Punxsutawney (G1 to G34) Pa.	268	43n	255	33n	256	32n	258	38n	255	33n	267	74n	37	449n	252	180n	250	44n	267	74n
Reading Pa.	337	372n	361	8n	351	531n	352	23n	361	8n	362	12n	59A	462n	353	18n	359	15n	362	12n
Richmond Va.	367	375n	346	17n	351	531n	360	3n	361	8n	361	8n	62	465n	355	532n	347	368n	362	12n
Richwood (G1) W. Va.	298	534n	285	89n	285	89n	295	95n	272	218n	272	218n	48	455n	273	98n	294	90n	299	100n
Rochester (G1 to G39) N. Y.	280	44n	301	78n	283	82n	284	187n	289	71n	274	33n	40	452n	277	38n	283	82n	301	78n
Rockwood (G1 to G18) Pa.	282	46n	269	39n	297	76n	275	34n	291	236n	302	80n	39A	450n	279	41n	278	29n	303	74n
Scranton Pa.	357	9n	349	530n	351	531n	352	23n	361	8n	362	12n	59A	462n	339	15n	348	17n	362	12n
Springfield Mass.	449	537n	441	493n	442	494n	440	492n	441	493n	443	495n	72	473n	444	496n	453	535n	443	495n
Syracuse (G1 to G27) N. Y.	292	97n	278	108n	287	105n	293	269n	288	400n	272	218n	48	455n	290	219n	277	101n	278	108n
Trenton N. J.	449	60n	437	245n	433	250n	444	53n	437	245n	435	244n	69	470n	449	60n	453	65n	435	244n
Utica N. Y.	316	141n	335	124n	328	127n	326	116n	336	121n	309	135n	51	457n	310	136n	317	112n	318	138n
Watertown N. Y.	310	136n	336	121n	316	141n	329	291n	334	111n	318	138n	54	458n	326	116n	323	144n	336	121n
Wellsville (G1 to G23) N. Y.	287	43n	271	32n	283	82n	284	187n	289	71n	274	33n	40	452n	277	38n	280	44n	301	78n
Williamsport (G1 to G36) Pa.	316	219n	314	400n	306	105n	320	269n	314	400n	332	88n	49A	456n	316	219n	317	98n	333	108n

FROM

Stations shown on pages 7 to 77, inc., of Tariff, as amended, taking Rate Basis:

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

	Ill. Decatur		Iowa Dubuque		Ill. Freeburville		Wis. Fond du Lac		Ill. Forrest		Ill. Freeport		Ill. Galesburg		Ill. Geneseo		Wis. Green Bay		Wis. Janesville	
	Column		Column		Column		Column		Column		Column		Column		Column		Column		Column	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
APPLY RATE BASIS NUMBERS. (For Rates, see pages 133 to 171 of Tariff, as amended)																				
Albany N. Y.	357	9n	356	10n	361	5n	341	26n	340	4n	354	13n	355	14n	339	15n	340	4n	348	17n
Altoona (G1 to G32) Pa.	272	30n	284	35n	271	32n	282	46n	276	36n	623	37n	277	38n	623	37n	272	43n	287	40n
Atlantic City N. J.	442	50n	446	55n	441	49n	440	51n	441	49n	447	57n	448	58n	447	57n	449	60n	449	60n
Baltimore Md.	428	468n	442	494n	428	469n	442	132n	431	483n	443	495n	441	493n	443	495n	451	431n	432	484n
Batavia (G1 to G17) N. Y.	264	72n	268	43n	267	74n	253	45n	243	78n	247	30n	241	41n	250	44n	266	39n	266	73n
Bellefonte (G1 to G22) Pa.	285	89n	295	95n	283	88n	284	93n	283	88n	292	97n	273	98n	275	99n	623	226n	277	101n
Berwick Pa.	317	112n	327	118n	319	119n	311	122n	336	121n	311	122n	313	123n	320	115n	316	141n	315	125n
Binghamton N. Y.	324	127n	307	139n	309	135n	316	141n	336	121n	316	141n	320	126n	322	129n	308	115n	319	119n
Boston Mass.	449	501n	458	511n	433	485n	444	538n	453	506n	450	502n	459	512n	445	497n	452	128n	454	507n
Bridgeton N. J.	451	62n	448	58n	443	52n	445	158n	443	52n	454	66n	460	153n	427	154n	427	154n	427	154n

For Explanation of Columns A and B, see Item No. 1, page 2 hereto.

RATE BASIS NUMBERS APPLICABLE ON DOMESTIC TRAFFIC—Continued.

Cancel Rate Basis Numbers shown on pages 118 to 125, inc., of Tariff, as amended, and substitute the following Rate Basis Numbers for Rate Basis Numbers now shown on those pages.

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

FROM Stations shown on pages 7 to 77, inc., of Tariff, as amended, taking Rate Basis:	Ill. Decatur		Iowa Dubuque		Ill. Freeburville		Wis. Fond du Lac		Ill. Forrest		Ill. Freeport		Ill. Galesburg		Ill. Geneseo		Wis. Green Bay		Wis. Janesville	
	Column		Column		Column		Column		Column		Column		Column		Column		Column		Colum	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
APPLY RATE BASIS NUMBERS. (For Rates, see pages 132 to 171 of Tariff, as amended)																				
Cape Charles Va.	391	163n	380	164n	378	162n	382	413n	371	170n	385	166n	385	166n	375	171n	380	164n	375	17
Clearfield (G21 and G26) Pa.	283	82n	292	185n	271	32n	277	38n	276	36n	623	37n	277	38n	623	37n	623	37n	278	4
Connellsville (G1 to G42) Pa.	243	195n	249	202n	242	194n	250	215n	251	204n	247	205n	252	206n	253	207n	253	207n	254	20
Cumberland (G1 to G51) Md.	280	102n	290	219n	272	218n	284	93n	272	218n	287	105n	292	97n	277	101n	292	97n	623	22
Driftwood (G1 to G30) Pa.	283	82n	292	234n	271	32n	277	38n	276	36n	623	37n	277	38n	623	37n	285	189n	278	4
Easton Pa.	354	245n	343	60n	340	246n	337	62n	357	244n	350	69n	360	154n	350	69n	338	151n	339	25
Elkton (G21 and G22) Va.	306	115n	307	139n	305	257n	313	123n	314	262n	315	125n	310	136n	316	125n	307	139n	316	14
Elmira (G1 to G55) N. Y.	287	105n	294	272n	272	218n	292	97n	285	89n	292	221n	295	95n	284	93n	623	226n	287	10
Franklin City Va.	391	163n	380	164n	391	163n	382	413n	371	170n	385	166n	385	166n	375	171n	384	414n	375	17
Frederick Md.	334	111n	327	118n	319	119n	327	118n	336	121n	320	126n	330	294n	320	126n	326	116n	315	12
Geneva (G1 to G27) N. Y.	285	89n	273	98n	271	220n	287	105n	278	108n	279	104n	622	221n	282	227n	280	102n	280	10
Glens Falls N. Y.	451	62n	448	58n	463	310n	453	65n	436	149n	452	63n	450	61n	454	66n	443	149n	441	4
Gloversville N. Y.	455	69n	444	53n	463	310n	453	65n	436	149n	453	65n	460	153n	454	66n	443	52n	451	6
Grafton (G1 to G33) W. Va.	255	10n	261	331n	244	197n	249	202n	244	197n	247	205n	246	199n	264	332n	269	338n	247	20
Greenwood Del.	451	62n	448	58n	433	250n	446	48n	433	250n	447	57n	450	61n	449	60n	454	66n	427	15
Hagerstown (G1 to G24) Md.	306	115n	307	139n	318	138n	311	122n	314	262n	316	141n	310	136n	316	141n	315	125n	328	12
Harrisburg (G1 to G45) Pa.	319	119n	313	123n	321	114n	330	294n	336	121n	310	136n	326	116n	310	136n	315	125n	323	14
Hudson N. Y.	344	25n	358	370n	346	367n	350	6n	345	20n	337	372n	343	373n	352	23n	345	20n	341	2
Johnsonburg (G1 to G45) Pa.	264	32n	268	43n	255	33n	250	44n	243	78n	246	40n	268	43n	250	44n	269	82n	264	7
Johnstown (G1 to G18) Pa.	256	32n	265	46n	255	33n	261	37n	262	391n	246	40n	268	43n	250	44n	250	44n	264	7
Lewistown (G1 to G9) Pa.	318	104n	315	272n	314	270n	322	90n	308	89n	328	93n	323	95n	328	93n	323	95n	321	9
Long Branch N. J.	442	50n	446	55n	441	49n	440	51n	441	49n	447	57n	448	58n	447	57n	449	60n	449	6
Malone N. Y.	345	20n	356	10n	361	1n	339	15n	351	411n	341	26n	352	23n	353	18n	357	2n	357	
Middletown N. Y.	442	50n	446	55n	439	254n	456	65n	441	49n	453	65n	448	58n	447	57n	443	149n	451	6
Mineola N. Y.	376	177n	382	413n	372	174n	385	178n	378	162n	385	166n	384	414n	385	166n	386	176n	374	17
Montauk N. Y.	400	417n	397	421n	402	419n	392	541n	399	416n	398	422n	403	423n	398	422n	400	426n	404	42
New York N. Y.	442	494n	446	498n	443	495n	449	537n	441	493n	447	499n	448	500n	447	499n	451	431n	453	50
Ogdensburg N. Y.	345	20n	356	10n	349	410n	339	15n	351	411n	341	26n	352	23n	353	18n	357	2n	357	
Olean (G1 to G4) N. Y.	264	72n	268	43n	242	430n	250	44n	243	78n	246	40n	241	41n	250	44n	257	36n	254	18
Oswego N. Y.	315	125n	325	113n	305	257n	311	122n	317	112n	311	122n	327	118n	326	116n	328	127n	322	12
Patchogue N. Y.	375	433n	388	522n	373	520n	384	540n	381	432n	384	523n	628	524n	384	523n	383	527n	385	52
Philadelphia Pa.	437	489n	449	501n	439	491n	449	537n	435	487n	455	508n	427	479n	455	508n	451	431n	441	49
Pierrefield N. Y.	345	20n	356	10n	349	530n	339	15n	351	531n	341	26n	352	23n	353	18n	357	2n	357	
Pittsfield Mass.	344	488n	358	513n	346	469n	337	130n	345	484n	337	503n	343	501n	352	504n	338	116n	341	49
Port Jervis N. Y.	339	250n	358	153n	340	246n	337	62n	354	245n	355	50n	347	148n	355	50n	338	151n	339	25
Pottsville Pa.	363	144n	355	132n	364	111n	344	118n	364	111n	357	122n	339	291n	338	139n	351	136n	351	13
Poughkeepsie N. Y.	442	50n	446	48n	439	151n	453	65n	441	49n	453	150n	448	58n	447	57n	436	149n	451	6
Punxsutawney (G1 to G34) Pa.	256	32n	241	41n	255	33n	250	44n	255	33n	247	30n	261	37n	269	82n	252	189n	264	7
Reading Pa.	351	531n	355	532n	361	8n	347	372n	361	8n	354	13n	337	372n	341	26n	354	13n	338	3
Richmond Va.	340	531n	360	3n	348	17n	358	370n	346	435n	350	6n	355	532n	353	18n	356	10n	353	3
Richwood (G1) W. Va.	278	108n	294	272n	285	89n	300	398n	272	218n	275	99n	622	221n	622	221n	295	219n	284	9
Rochester (G1 to G39) N. Y.	283	82n	292	185n	274	33n	280	44n	276	36n	278	40n	275	34n	279	41n	272	30n	297	9
Rockwood (G1 to G18) Pa.	297	76n	282	40n	299	39n	623	37n	299	39n	280	44n	277	38n	285	189n	285	189n	283	7
Scranton Pa.	351	531n	350	6n	362	12n	357	9n	361	8n	345	20n	337	372n	341	26n	361	8n	351	13
Springfield Mass.	442	494n	446	498n	443	495n	449	537n	441	493n	447	499n	448	500n	447	499n	451	431n	453	50
Syracuse (G1 to G27) N. Y.	287	105n	294	272n	272	218n	292	97n	285	89n	292	97n	295	95n	284	93n	622	226n	287	10
Trenton N. J.	433	250n	450	61n	437	245n	449	50n	437	245n	453	150n	447	57n	453	150n	441	49n	451	11
Utica N. Y.	328	127n	307	139n	309	135n	316	141n	336	121n	316	141n	320	126n	322	129n	306	115n	319	11
Watertown N. Y.	316	141n	327	118n	318	138n	310	136n	319	119n	315	145n	330	294n	311	122n	328	127n	317	11
Wellsville (G1 to G23) N. Y.	283	82n	292	185n	299	39n	287	43n	276	36n	623	37n	275	34n	279	41n	278	29n	272	2
Williamsport (G1 to G36) Pa.	309	105n	345	272n	314	400n	316	219n	308	80n	316	219n	323	95n	334	221n	305	101n	319	9

For Explanation of Columns A and B, see Item No. [illegible], page 2 hereof.

SUPPLEMENT No. 51 – FREIGHT TARIFF No. 76-B.

RATE BASIS NUMBERS APPLICABLE ON DOMESTIC TRAFFIC Continued.

Cancel Rate Basis Numbers shown on pages 118 to 126, inc., of Tariff, as amended, and substitute the following Rate Basis Numbers for Rate Basis Numbers now shown on those pages.

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

FROM Stations shown on pages 7 to 77, inc., of Tariff, as amended, taking Rate Basis:	Ill. Litchfield		Wis. Madison		Ill. Mattoon		Wis. Milwaukee		Wis. Monroe		Wis. Oconto		Ill. Pana		Ill. Peoria		Wis. Plymouth	
	Column		Column		Column		Column		Column		Column		Column		Column		Column	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
APPLY RATE BASIS NUMBERS. (For Rates, see pages 134 to 171 of Tariff, as amended)																		
Albany N. Y.	353	18n	357	9n	357	9n	364	5n	354	13n	340	4n	354	13n	345	5n	340	4n
Altoona (G1 to G32) Pa.	279	41n	623	37n	272	30n	276	42n	287	43n	287	43n	280	44n	280	44n	287	44n
Atlantic City N. J.	447	57n	450	61n	451	62n	452	63n	447	57n	419	60n	453	65n	454	66n	449	60n
Baltimore Md.	432	484n	433	485n	431	483n	434	486n	433	485n	451	431n	434	486n	435	487n	451	431n
Batavia (G1 to G17) N. Y.	249	75n	256	32n	264	72n	267	74n	247	30n	260	39n	269	82n	263	45n	266	39n
Bellefonte (G1 to G22) Pa.	275	99n	292	97n	280	102n	280	102n	296	93n	623	228n	279	104n	287	105n	623	228n
Berwick Pa.	311	122n	320	126n	328	127n	319	119n	326	116n	316	141n	322	129n	315	125n	316	141n
Binghamton N. Y.	320	126n	319	119n	328	127n	309	135n	316	141n	306	115n	323	144n	316	141n	306	115n
Boston Mass.	446	498n	449	501n	449	501n	433	485n	450	502n	452	128n	441	496n	460	513n	442	128n
Bridgeton N. J.	454	66n	447	57n	436	149n	455	69n	454	66n	427	154n	453	66n	452	63n	427	154n
Cape Charles Va.	374	173n	385	166n	372	174n	374	173n	385	166n	389	164n	373	176n	376	177n	389	164n
Clearfield (G1 to G26) Pa.	287	43n	623	37n	283	82n	276	36n	623	37n	623	37n	285	480n	280	44n	623	37n
Connellsville (G1 to G42) Pa.	247	205n	247	205n	255	210n	255	210n	253	207n	253	207n	256	212n	247	213n	253	207n
Cumberland (G1 to G51) Md.	277	101n	277	101n	283	88n	283	88n	282	227n	292	97n	285	89n	279	101n	287	97n
Driftwood (G1 to G30) Pa.	277	38n	623	37n	283	82n	276	36n	623	37n	285	480n	288	75n	280	80n	285	186n
Easton Pa.	350	69n	353	49n	338	151n	340	246n	352	63n	338	151n	344	149n	353	40n	338	151n
Elkton (G21 and G22) Va.	317	112n	315	125n	318	138n	319	119n	320	129n	307	139n	321	141n	319	119n	307	139n
Elmira (G1 to G55) N. Y.	273	98n	287	105n	287	105n	272	218n	292	97n	623	226n	276	99n	282	227n	623	226n
Franklin City Va.	374	173n	385	166n	372	174n	386	285n	385	166n	384	414n	373	176n	376	177n	384	414n
Frederick Md.	310	136n	311	122n	319	119n	328	127n	307	139n	326	316n	316	141n	323	144n	326	141n
Geneva (G1 to G27) N. Y.	292	97n	280	102n	285	89n	271	220n	279	101n	280	102n	287	105n	623	220n	288	102n
Glens Falls N. Y.	449	60n	451	62n	451	62n	463	310n	452	63n	443	149n	453	65n	442	50n	443	149n
Gloversville N. Y.	447	57n	451	62n	455	69n	465	310n	453	65n	443	52n	453	65n	452	63n	453	52n
Grafton (G1 to G33) W. Va.	254	209n	246	199n	244	197n	266	334n	246	199n	269	338n	262	336n	256	212n	269	338n
Greenwood Del.	449	60n	447	57n	441	49n	451	62n	447	57n	451	66n	452	63n	453	65n	447	57n
Hagerstown (G1 to G24) Md.	317	112n	322	129n	318	138n	305	257n	315	125n	315	125n	321	135n	319	119n	315	125n
Harrisburg (G1 to G45) Pa.	315	125n	310	136n	321	114n	319	119n	311	122n	315	125n	317	112n	316	141n	315	122n
Hudson N. Y.	356	10n	344	25n	344	25n	346	367n	337	372n	345	20n	350	0	353	18n	345	20n
Johnsonburg (G1 to G58) Pa.	261	37n	253	45n	264	72n	243	78n	246	40n	269	82n	246	40n	253	45n	264	82n
Johnstown (G1 to G18) Pa.	250	44n	246	40n	256	32n	243	78n	250	44n	250	44n	247	30n	253	45n	250	44n
Lewistown (G1 to G9) Pa.	334	221n	328	93n	324	270n	335	226n	317	98n	323	95n	305	101n	336	227n	623	98n
Long Branch N. J.	447	57n	450	61n	451	62n	452	63n	447	57n	449	60n	453	65n	454	66n	449	60n
Malone N. Y.	350	6n	357	9n	345	20n	349	410n	341	20n	357	2n	344	2n	341	20n	357	2n
Middletown N. Y.	447	57n	455	69n	451	62n	439	151n	453	65n	445	149n	455	52n	454	2n	445	149n
Mineola N. Y.	385	166n	383	415n	373	176n	372	174n	385	166n	386	174n	378	175n	377	171n	386	174n
Montauk N. Y.	398	422n	405	425n	406	429n	402	419n	398	422n	400	429n	401	424n	624	427n	400	42
New York N. Y.	447	499n	427	179n	451	503n	443	495n	447	499n	451	431n	453	506n	454	507n	451	43
Ogdensburg N. Y.	350	6n	357	2n	345	20n	349	410n	341	20n	357	2n	344	2n	341	20n	357	2
Olean (G1 to G4) N. Y.	249	75n	253	45n	264	72n	242	130n	246	40n	257	369n	269	82n	253	45n	257	369
Oneonta N. Y.	313	123n	322	129n	315	125n	305	257n	311	122n	328	127n	311	123n	320	129n	328	127n
Patchogue N. Y.	384	523n	387	526n	374	527n	372	520n	384	523n	383	527n	385	525n	624	528n	388	527n
Philadelphia Pa.	455	508n	452	504n	439	491n	437	489n	452	504n	451	431n	456	488n	441	493n	452	431n
Pittsfield Mass.	356	506n	344	488n	344	488n	346	490n	337	503n	338	110n	350	489n	353	493n	338	110n
Port Jervis N. Y.	386	140n	389	230n	341	52n	340	246n	355	50n	358	154n	357	52n	355	50n	348	154n
Pottsville Pa.	354	294n	358	139n	363	144n	349	112n	345	116n	351	139n	348	120n	348	120n	623	98n
Poughkeepsie N. Y.	447	57n	455	47n	451	62n	439	151n	453	150n	436	149n	453	150n	623	150n	623	150n
Punxsutawney (G1 to G34) Pa.	250	44n	253	45n	256	32n	243	78n	247	39n	252	180n	247	30n	257	9n	252	180n
Reading Pa.	341	26n	339	14n	346	35n	346	4n	336	25n	354	154n	357	2n	345	26n	336	154n
Richmond Va.	354	15n	350	0n	340	43n	354	15n	342	25n	356	410n	348	17n	347	29n	342	410n

For Explanation of Columns A and B, see Item No. 1, page 2 hereof.

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RATE BASIS NUMBERS APPLICABLE ON DOMESTIC TRAFFIC Continued.

Cancel Rate Basis Numbers shown on pages 118 to 138, inc., of Tariff, as amended, and substitute the following Rate Basis Numbers for Rate Basis Numbers now shown on those pages.

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

FROM Stations shown on pages 7 to 77, inc., of Tariff, as amended, taking Rate Basis:	Ill. Litchfield	Wis. Madison	Ill. Mattoon	Wis. Milwaukee	Wis. Monroe	Wis. Oconto	Ill. Pana	Ill. Peoria	Wis. Plymouth	
	Column	Column	Column	Column	Column	Column	Column	Column	Column	Colum
	A B	A B	A B	A B	A B	A B	A B	A B	A B	A B
APPLY RATE BASIS NUMBERS. (For Rates, see pages 132 to 171 of Tariff, as amended)										
Rockwood (G1 to G39) W. Va.	277 101B	295 95B	272 218B	277 101B	295 95B	295 219B	285 189B	277 101B	295 2	
Rochester (G1 to G39) N. Y.	287 43B	281 45B	283 82B	274 33B	278 40B	272 30B	285 189B	280 44B	272	
Rockwood (G1 to G18) Pa.	285 189B	288 75B	289 71B	289 71B	623 37B	285 189B	281 45B	278 40B	285	
Scranton Pa.	348 26B	348 17B	346 435B	362 12B	345 20B	361 8B	357 2B	345 20B	361	
Springfield Mass.	460 513B	427 479B	442 494B	443 195B	447 499B	451 431B	453 506B	453 507B	451	
Syracuse (G1 to G27) N. Y.	273 98B	287 105B	287 105B	272 218B	292 97B	622 226B	275 99B	282 227B	622	
Trenton N. J.	453 150B	453 150B	443 52B	437 245B	454 148B	441 49B	451 62B	442 50B	441	
Utica N. Y.	320 126B	319 119B	328 127B	309 135B	316 141B	306 115B	323 144B	316 141B	306	
Watertown N. Y.	307 139B	316 141B	316 141B	318 138B	315 125B	328 127B	315 125B	322 129B	328	
Wellsville (G1 to G24) N. Y.	287 43B	285 189B	283 82B	299 39B	623 37B	278 29B	285 189B	280 44B	278	
Williamsport (G1 to G36) Pa.	317 98B	317 98B	318 104B	335 226B	322 90B	305 101B	321 99B	336 227B	305	

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

FROM Stations shown on pages 7 to 77, inc., of Tariff, as amended, taking Rate Basis	Ill. Quincy	Ill. Rockford	Ill. Roodhouse	Mo. St. Louis	Wis. Sheboygan	Ill. Springfield	Ill. Sterling	Ill. Streator	Ill. Warren	Wis. Watertown	
	Column	Column	Column	Column	Column	Column	Column	Column	Column	Column	
	A B	A B	A B	A B	A B	A B	A B	A B	A B	A B	
APPLY RATE BASIS NUMBERS. (For Rates, see pages 132 to 171 of Tariff, as amended)											
Albany N. Y.	359 22B	348 17B	352 23B	356 10B	364 5B	344 25B	341 26B	357 2B	344 25B	346	36
Altoona (G1 to G32) Pa.	273 31B	281 45B	275 34B	282 46B	283 82B	280 44B	623 37B	272 30B	287 43B	278	2
Atlantic City N. J.	440 51B	453 65B	444 53B	444 53B	452 63B	454 66B	447 57B	455 69B	448 58B	449	6
Baltimore Md	442 494B	435 487B	436 488B	436 488B	437 294B	435 487B	443 495B	438 490B	441 493B	432	11
Batavia (G1 to G17) N. Y.	270 84B	256 32B	268 43B	265 46B	267 74B	250 44B	246 40B	257 36B	260 82B	255	3
Bellefonte (G1 to G22) Pa.	286 40B	287 105B	284 93B	284 93B	288 400B	287 105B	275 99B	278 108B	273 98B	277	10
Berwick Pa.	325 113B	315 125B	313 123B	313 123B	319 119B	315 125B	320 126B	319 119B	313 123B	323	14
Binghamton N. Y.	327 118B	319 119B	307 139B	326 116B	309 135B	315 125B	316 141B	319 119B	322 129B	306	11
Boston Mass.	461 514B	454 507B	462 515B	458 511B	433 291B	448 500B	444 496B	444 501B	449 500B	448	12
Bridgeton N. J.	445 158B	465 69B	447 57B	444 53B	455 47B	454 66B	441 49B	460 153B	427		15
Cape Charles Va.	380 164B	374 173B	390 178B	390 178B	390 178B	376 177B	375 171B	373 176B	626 180B	385	17
Clearfield (G1 to G26) Pa.	622 84B	281 45B	275 34B	282 46B	278 29B	280 44B	288 75B	272 30B	287 43B	278	2
Connellsville (G1 to G42) Pa.	241 196B	256 212B	246 199B	246 199B	254 209B	257 213B	247 205B	243 195B	250 215B	254	20
Cumberland (G1 to G51) Md.	290 219B	285 89B	292 97B	292 97B	623 226B	279 104B	277 101B	281 91B	292 97B	623	23
Du Bois (G1 to G39) Pa.	295 239B	281 45B	292 234B	292 234B	281 45B	623 37B	285 241B	272 30B	287 43B	278	2

For Explanation of Columns A and B, see Item No. 1, page 2 herein.

SUPPLEMENT No. 51 FREIGHT TARIFF No. 76-B

RATE BASIS NUMBERS APPLICABLE ON DOMESTIC TRAFFIC—Continued.

...cel Rate Basis Numbers shown on pages 118 to 125, inc., of Tariff, as amended, and substitute the following Rate Basis Numbers for ... Rate Basis Numbers now shown on those pages.

TO STATIONS SHOWN ON PAGES 78 TO 101 OF TARIFF, AS AMENDED, TAKING RATE BASIS

FROM Stations shown on pages ... to 77, inc., of Tariff, ... amended, taking Rate ...sis:	Ill. Quincy		Ill. Rockford		Ill. Roodhouse		Mo. St. Louis		Wis. Sheboygan		Ill. Springfield		Ill. Sterling		Ill. Streator		Ill. Warren		Wis. Watertown	
	Column		Column		Column		Column		Column		Column		Column		Column		Column		Column	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
	APPLY RATE BASIS NUMBERS. (For Rates, see pages 133 to 171 of Tariff, as amended)																			
...ston ... Pa.	359	57a	344	149a	356	65a	356	65a	340	246a	353	49a	350	69a	345	254a	356	65a	354	245a
...kton (G21 and G22) Va.	307	139a	317	112a	322	129a	322	129a	315	125a	319	119a	323	144a	305	257a	320	126a	323	144a
...mura (G1 to G55) N. Y.	296	277a	287	105a	295	95a	294	278a	272	218a	622	221a	292	97a	623	226a	284	93a	285	89a
...anklin City Va.	380	164a	374	173a	390	178a	390	178a	374	178a	376	177a	375	171a	373	176a	626	180a	385	172a
...ederick Md.	329	291a	323	144a	307	139a	307	139a	315	125a	323	144a	320	126a	334	111a	307	139a	315	125a
...neva (G1 to G27) N. Y.	294	272a	280	102a	284	93a	295	95a	271	220a	277	101a	287	105a	285	89a	277	101a	272	218a
...ens Falls N. Y.	457	316a	441	49a	444	53a	448	58a	463	310a	454	154a	453	65a	451	62a	454	154a	443	52a
...oversville N. Y.	440	51a	451	49a	444	53a	448	171a	463	310a	454	154a	453	65a	451	62a	454	66a	443	52a
...afton (G1 to G33) W. Va.	249	202a	266	334a	269	338a	269	338a	247	205a	243	195a	264	332a	251	204a	269	338a	247	205a
...eenwood Del.	440	51a	453	65a	450	61a	450	61a	442	50a	453	65a	454	66a	451	62a	450	61a	427	154a
...agerstown (G1 to G24) Md.	307	139a	319	119a	322	129a	322	129a	334	111a	319	119a	316	141a	306	115a	310	136a	328	127a
...rmsburg (G1 to G45) Pa.	327	118a	316	141a	307	139a	307	139a	328	127a	316	141a	310	136a	319	119a	307	139a	323	144a
...ddison N. Y.	367	376a	341	26a	359	22a	358	370a	346	367a	355	14a	350	6a	344	25a	355	14a	338	11a
...nnsonburg (G1 to G58) Pa.	270	84a	264	72a	268	43a	265	46a	256	32a	250	44a	246	40a	243	78a	249	75a	264	76a
...nnstown (G1 to G18) Pa.	263	34a	264	72a	241	41a	241	41a	264	76a	253	45a	246	40a	254	183a	249	75a	264	76a
...nstown (G1 to G9) Pa.	310	398a	336	227a	316	219a	316	219a	336	227a	336	227a	328	93a	335	226a	323	95a	321	99a
...ng Branch N. J.	440	51a	453	65a	444	53a	444	53a	452	65a	454	66a	447	57a	455	69a	448	58a	449	60a
...alone N. Y.	358	370a	357	9a	352	23a	347	368a	349	530a	353	18a	344	25a	357	9a	344	25a	340	4a
...ddletown N. Y.	440	51a	451	62a	444	53a	444	53a	449	151a	454	66a	447	57a	455	69a	454	66a	436	140a
...neida N. Y.	400	412a	374	173a	380	164a	380	164a	371	174a	375	171a	385	166a	386	285a	626	180a	386	285a
...ntauk N. Y.	401	418a	396	424a	395	420a	395	420a	402	419a	629	427a	398	422a	393	428a	394	429a	393	428a
...w York N. Y.	440	492a	453	506a	444	496a	444	496a	443	123a	454	507a	447	499a	455	508a	450	502a	455	130a
...densburg N. Y.	358	370a	357	2a	352	23a	347	368a	349	530a	353	18a	344	25a	357	2a	344	25a	340	4a
...an (G1 to G4) N. Y.	270	84a	254	183a	268	43a	265	46a	242	79a	250	44a	246	40a	257	36a	249	75a	254	71a
...eonta N. Y.	324	294a	322	129a	325	113a	304	431a	305	257a	326	116a	311	122a	322	129a	326	116a	228	127a
...thogue N. Y.	627	434a	385	525a	400	521a	400	521a	386	520a	626	528a	384	523a	383	446a	382	520a	383	446a
...iladelphia Pa.	447	499a	436	488a	453	506a	453	506a	437	294a	441	493a	455	508a	432	484a	453	506a	441	113a
...rrefield N. Y.	358	370a	357	166a	352	23a	347	368a	349	530a	353	18a	344	25a	357	2a	344	25a	340	4a
...tfield Mass.	367	497a	341	495a	359	499a	358	513a	363	129a	355	494a	350	508a	344	488a	355	494a	338	139a
...rt Jervis N. Y.	342	58a	339	250a	343	60a	343	60a	340	246a	358	50a	355	50a	344	149a	356	150a	345	70a
...tsville Pa.	352	128a	340	125a	353	113a	353	113a	349	112a	348	126a	348	126a	349	112a	341	123a	351	130a
...ughkeepsie N. Y.	440	51a	451	62a	444	53a	444	53a	439	151a	454	148a	447	57a	455	47a	454	148a	436	149a
...anutawney (G1 to G34) Pa.	258	38a	256	32a	261	37a	252	189a	264	72a	247	32a	247	32a	252	236a	250	44a	264	76a
...ading Pa.	352	23a	348	17a	353	18a	353	18a	348	17a	345	20a	341	26a	363	365a	339	15a	354	13a
...hmond Va.	352	23a	344	25a	337	372a	339	15a	330	6a	337	2a	333	18a	338	11a	332	23a	350	6a
...chwood (G1) W. Va.	294	272a	277	101a	622	221a	622	221a	273	98a	623	226a	275	99a	285	89a	273	98a	294	93a
...chester (G1 to G39) N. Y.	295	239a	297	76a	275	34a	292	185a	274	33a	623	87a	285	180a	272	30a	285	180a	280	71a
...chwood (G1 to G18) Pa.	275	34a	272	30a	279	41a	279	41a	283	82a	278	40a	278	40a	289	71a	279	41a	282	82a
...nton Pa.	356	10a	351	531a	353	18a	353	18a	362	12a	345	20a	341	26a	363	365a	341	26a	363	365a
...mfield Mass.	462	515a	453	506a	445	497a	446	498a	443	123a	449	501a	447	499a	443	494a	450	502a	455	130a
...ruse (G1 to G27) N. Y.	296	277a	287	105a	295	95a	294	272a	272	218a	622	221a	292	97a	623	226a	284	93a	285	89a
...rion N. J.	444	53a	451	62a	449	60a	449	60a	437	245a	442	50a	453	150a	436	149a	447	57a	451	62a
...a N. Y.	327	118a	319	119a	307	139a	326	116a	309	135a	315	125a	316	141a	319	119a	322	129a	306	116a
...artown N. Y.	331	120a	317	112a	330	294a	329	291a	318	138a	330	126a	310	136a	328	127a	330	126a	319	119a
...lville (G1 to G23) N. Y.	295	239a	272	30a	275	34a	292	185a	299	39a	623	87a	285	180a	272	30a	287	43a	272	30a
...amsport (G1 to G36) Pa.	[illegible]					96a	333	96a	335	226a	334	221a	334	221a	335	226a	332	90a	321	99a

For Explanation of Columns [illegible] see Item No. 1, page 2 herein.

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SUPPLEMENT No. 61 FREIGHT TARIFF No. 78-B

Add to pages 132 to 171 of Tariff

TABLE OF RATES
(In Cents Per 100 Pounds)

RATE BASIS NUMBERS (As shown on pages 118 to 130 of Tariff, as amended.)	CLASSES																					
	1 or 100	2 or 85	77.5	75	3 R 25 or 70	65	60	57	R 26 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
1B	189	136	123	119	111	104	95	91	88	79	71	64	60	55	52	48	43	40	36	33
2B	186	141	129	124	116	108	99	95	91	83	75	67	62	58	54	50	45	42	37	34
3B	182	135	141	136	125	119	109	104	100	91	82	77	72	65	58	55	50	46	41	37
4B	183	139	126	122	114	106	98	93	90	81	73	65	61	57	53	49	44	41	37	33
5B	186	132	120	116	109	101	93	89	85	77	70	62	58	54	51	46	43	39	35	32
6B	177	151	137	133	124	116	108	101	98	88	80	71	66	62	58	53	48	45	40	36
7B	151	128	117	113	106	99	90	86	83	75	68	61	57	52	49	45	41	38	34	31
8B	159	136	123	119	111	104	95	91	88	79	71	64	60	55	52	48	43	40	36	33
9B	166	141	129	124	116	108	99	95	91	83	75	67	62	58	54	50	45	42	37	34
10B	181	154	140	136	127	118	108	104	100	90	81	73	68	63	59	54	49	46	41	38
11B	167	142	130	125	117	109	100	96	92	83	75	67	63	58	55	50	46	42	38	35
12B	154	131	119	115	108	101	92	88	85	77	69	62	58	53	50	46	42	39	35	32
13B	170	134	122	118	110	103	94	90	87	78	71	63	59	55	51	47	43	40	35	33
14B	178	151	138	133	125	116	107	102	98	89	80	71	67	63	58	53	49	45	40	37
15B	173	147	134	130	121	113	104	99	95	86	78	69	65	60	56	52	47	44	39	36
16B	147	125	114	110	103	96	88	84	81	73	66	59	55	51	48	44	40	37	33	30
17B	166	140	128	124	116	108	99	94	91	82	74	66	62	57	54	49	45	42	37	34
18B	175	149	136	131	123	114	105	100	96	87	79	70	66	61	57	52	48	44	39	36
19B	156	133	121	117	109	102	93	89	86	78	70	63	58	54	51	47	43	39	35	32
20B	169	144	131	127	118	110	101	97	93	84	76	68	63	59	55	51	46	43	38	35
21B	163	130	119	115	107	100	92	88	84	76	69	61	57	53	50	46	42	39	34	31
22B	185	157	143	139	130	121	111	105	102	92	83	74	69	64	60	55	50	47	42	38
23B	160	153	140	135	126	117	108	103	99	90	81	72	67	63	59	54	49	45	40	37
24B	140	119	109	105	98	91	84	80	77	70	63	56	52	49	46	42	38	35	31	28
25B	172	146	133	129	121	112	103	98	95	86	77	69	64	60	56	52	47	43	39	35
26B	171	145	133	128	120	112	102	98	94	85	77	69	64	59	56	51	47	43	38	35
27B	145	123	112	109	102	95	87	83	80	73	65	58	54	50	47	43	39	37	33	30
28B	160	128	116	112	105	98	90	86	83	75	67	60	56	52	49	45	41	38	34	31
29B	145	123	112	108	102	94	87	83	79	73	65	58	54	50	47	44	40	36	33	29
30B	142	120	110	106	99	92	85	81	78	71	63	57	53	49	46	43	39	35	32	29
31B	161	136	125	120	113	104	97	91	88	81	72	64	60	56	53	48	44	40	36	33
32B	136	115	105	102	95	88	82	77	74	68	61	54	51	47	44	41	37	34	31	28
33B	132	112	102	99	92	85	79	75	72	66	59	53	49	46	43	40	36	33	30	27
34B	156	132	121	117	109	101	94	89	85	78	70	62	58	54	51	47	43	39	35	32
35B	159	135	123	119	111	103	95	90	87	80	71	64	59	55	52	48	43	39	36	32
36B	139	118	107	104	97	90	83	79	76	70	62	56	52	48	45	42	38	34	32	28
37B	150	127	116	112	105	97	90	85	82	75	67	60	56	52	49	45	41	37	34	30
38B	154	130	119	115	108	100	92	87	84	77	69	62	58	53	50	46	42	38	35	32
39B	135	114	104	101	95	87	81	77	74	68	60	54	50	47	44	41	37	34	31	28
40B	145	123	112	108	102	94	87	82	79	73	65	58	54	50	47	44	40	36	33	30
41B	151	128	117	113	106	98	91	86	83	76	67	60	56	52	49	45	41	37	34	30
42B	139	118	107	104	97	90	83	79	76	70	62	56	52	48	45	42	38	34	32	28
43B	152	129	118	114	106	98	91	86	83	76	68	61	57	53	50	46	42	38	34	31
44B	146	124	113	109	102	94	88	83	80	73	65	58	55	51	48	44	40	36	33	30
45B	143	121	111	107	100	92	86	81	78	73	64	57	53	50	47	43	39	35	32	29
46B	155	131	120	116	109	100	93	88	85	78	69	62	58	54	51	47	42	38	35	32
47B	176	150	136	132	123	115	106	100	97	88	80	70	66	62	57	53	48	44	40	36
48B	192	163	149	144	134	125	116	109	106	96	87	76	72	67	62	58	53	48	43	39
49B	174	148	135	130	122	113	105	99	96	87	79	69	66	61	56	52	48	43	39	35
50B	177	150	137	132	124	115	107	101	97	89	80	70	67	62	57	53	49	44	40	36
51B	193	164	149	144	135	126	116	110	106	97	87	77	73	67	62	58	53	48	44	40
52B	170	144	132	127	119	111	102	97	93	85	77	68	64	59	55	51	47	42	38	35
53B	188	160	146	141	131	122	113	108	103	94	85	75	71	66	61	57	52	47	42	39
55B	192	163	149	144	134	125	116	109	106	96	87	76	72	67	62	58	53	48	43	39
57B	184	156	142	138	129	120	111	105	101	93	83	73	69	64	59	55	50	46	42	38
58B	190	161	147	142	133	124	114	108	104	96	86	76	72	66	61	57	52	47	43	39
60B	183	155	142	137	128	119	110	104	100	93	83	73	69	64	59	55	50	45	41	37
61B	197	159	145	140	131	122	113	107	103	94	84	74	70	65	60	56	51	46	42	38
62B	178	149	135	131	122	114	105	100	96	88	79	70	66	61	56	53	48	43	40	36
63B	179	152	139	134	125	116	108	102	99	90	81	71	67	63	58	54	49	44	40	36

to pages 132 to 171 of Tariff:

TABLE OF RATES—Continued.

(In Cents Per 100 Pounds)

RATE BASIS NUMBERS (As shown on pages 118 to 130 Tariff, as amended.)	CLASSES																				
	1 or 100	2 or 85	77.5	75	3 or R 35 or 70	65	60	57	R 26 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
	187	133	122	117	110	102	95	89	86	79	71	62	59	55	51	47	43	39	35	31
	180	163	139	135	126	117	108	103	99	90	81	72	68	63	58	54	49	45	41	36
	182	155	141	136	127	118	109	104	100	91	82	72	69	64	59	55	50	45	41	36
	151	138	117	113	106	98	91	86	83	76	68	60	57	53	49	46	41	47	34	30
	161	127	125	120	113	105	97	92	88	81	73	64	61	56	52	49	44	40	36	32
	176	150	136	132	123	115	106	100	97	88	80	70	66	62	57	53	48	44	40	35
	168	143	130	126	117	109	101	96	92	84	76	67	63	59	54	51	46	42	38	33
	137	116	106	102	96	89	82	78	75	69	61	55	51	47	45	41	37	34	31	27
	140	119	108	105	98	91	84	80	77	70	63	56	52	49	46	42	38	35	32	28
	138	114	104	101	95	87	81	77	74	68	60	54	50	47	44	41	37	33	31	27
	126	107	97	94	88	81	76	72	69	63	56	50	47	44	41	38	34	31	29	25
	148	128	114	111	104	96	89	84	81	74	66	59	55	51	48	44	40	37	34	30
	140	119	108	105	98	91	84	80	77	70	63	56	52	49	46	42	38	35	32	28
	131	111	101	98	92	85	79	74	72	66	58	52	49	45	43	39	36	32	30	26
	134	113	104	100	94	87	80	76	73	67	60	54	50	46	44	40	37	33	30	27
	130	110	101	97	92	84	78	74	71	65	58	52	49	45	43	39	36	32	30	26
	131	111	101	98	92	85	79	74	72	66	58	52	49	45	43	39	36	32	30	26
	129	109	100	96	90	83	77	73	70	65	58	52	48	45	42	39	35	32	29	25
	144	122	111	108	101	93	86	82	79	72	64	58	54	50	47	43	39	36	33	29
	125	106	97	93	88	81	75	71	68	63	56	50	47	43	41	38	34	31	28	25
	158	134	122	118	111	102	95	90	86	79	71	63	59	55	52	47	43	39	36	32
	122	103	94	91	85	79	73	69	67	61	54	49	46	42	40	37	33	30	28	24
	114	96	88	85	80	74	68	65	62	57	51	46	43	39	37	34	31	28	26	23
	143	122	110	108	100	93	85	82	79	71	64	58	54	50	46	43	39	36	33	29
	146	124	113	110	102	95	87	83	80	73	66	59	55	51	47	44	40	36	33	29
	163	139	126	123	114	106	97	93	90	81	73	66	61	57	53	49	45	41	37	33
	143	121	110	107	99	92	85	81	78	71	64	57	53	50	46	43	39	35	32	29
	138	118	106	104	96	90	82	79	76	69	62	56	52	48	44	42	38	34	32	28
	158	138	122	119	110	103	94	90	87	79	71	64	59	55	51	48	43	39	36	32
	162	138	125	122	113	105	97	93	89	81	73	65	61	57	52	49	45	40	37	33
	156	133	120	117	109	102	93	89	86	78	70	63	59	54	50	47	43	39	36	31
	160	136	124	120	113	104	96	91	88	80	72	64	60	56	52	48	44	40	36	32
	155	132	120	117	108	101	93	89	85	77	70	62	58	54	50	47	43	39	35	31
	134	114	103	101	94	87	80	77	74	67	60	54	50	47	43	41	37	33	31	27
	153	130	118	115	107	100	91	87	84	76	69	62	58	53	49	46	42	38	35	31
	148	124	112	109	101	94	87	83	80	72	65	58	55	51	47	44	40	36	33	29
	150	128	116	113	105	98	90	86	83	75	67	60	56	52	48	45	41	37	34	30
	151	129	117	114	106	98	90	86	83	75	68	61	57	53	49	46	42	38	34	30
	133	113	103	100	93	87	79	76	73	66	60	54	50	46	43	40	37	33	30	27
	144	123	111	108	101	94	86	82	79	72	65	58	55	50	46	44	40	36	33	29
	161	129	117	113	106	98	91	86	83	76	68	60	56	53	49	45	42	38	34	31
	156	133	121	117	110	101	94	89	86	78	71	62	58	55	51	46	43	39	35	32
	159	136	124	119	112	103	96	90	87	80	72	63	59	56	52	47	44	40	35	32
	176	150	137	132	124	114	106	100	96	88	80	70	66	62	57	52	49	44	39	36
	154	131	120	116	108	100	93	88	84	77	70	61	57	54	50	46	43	39	34	31
	150	128	117	113	105	97	90	85	82	75	68	60	56	53	49	45	42	38	33	30
	161	145	132	128	119	110	102	97	93	85	77	68	63	60	55	51	47	43	38	34
	137	117	109	103	96	89	82	78	75	69	62	55	51	48	44	41	38	34	31	28
	173	147	134	130	122	112	104	98	95	87	78	69	64	61	56	52	48	43	39	35
	155	132	120	116	109	101	93	88	85	78	70	62	58	54	50	46	43	39	35	31
	134	114	104	101	94	87	81	76	73	67	61	53	50	47	43	40	37	34	30	27
	153	130	119	115	108	99	92	87	84	77	69	61	57	54	50	46	42	38	34	31
	167	143	130	125	117	108	100	95	91	84	76	67	62	59	54	50	46	42	37	34
	172	146	134	129	121	112	103	98	94	86	78	69	64	60	56	51	48	43	38	35
	163	139	127	122	115	106	98	93	89	82	74	65	61	57	53	49	45	41	36	33
	164	140	127	123	115	106	99	93	90	82	74	65	61	58	53	49	45	41	37	33
	166	141	129	125	117	108	100	94	91	83	75	66	62	58	54	49	46	42	37	34
	167	134	122	118	110	102	94	89	86	79	71	63	58	55	51	47	43	39	35	32
	181	154	141	136	127	117	109	103	99	91	82	72	67	64	59	54	50	45	40	37
	163	138	126	122	114	105	97	92	89	81	73	65	60	57	53	48	45	41	36	33

Add to pages 132 to 171 of Tariff:

TABLE OF RATES —Continued.

(In Cents Per 100 Pounds)

RATE BASIS NUMBERS (As shown on pages 118 to 130 of Tariff, as amended.)	CLASSES																				
	1 or 100	2 or 85	77 5	75	3 R 25 or 70	65	60	57	R 26 or 55	4 or 50	45	40	37 5	5 or 35	32 5	30	6 or 27 5	25	22 5	20
130B	178	152	138	134	125	116	107	101	98	89	81	71	66	63	58	53	49	45	40	36
131B	140	119	109	105	98	91	84	80	77	70	63	56	52	49	45	42	39	35	31	28
132B	179	152	139	134	126	116	108	102	98	90	81	71	67	63	58	53	50	45	40	36
133B	143	122	111	107	101	93	86	81	78	72	65	57	53	50	46	43	40	36	32	29
134B	148	126	115	111	104	96	89	84	81	74	67	59	55	52	48	44	41	37	33	30
135B	144	123	112	108	101	93	87	82	79	72	65	57	54	51	47	43	40	36	32	29
136B	165	140	128	124	116	107	99	94	90	83	75	66	61	58	54	49	46	41	37	33
138B	149	127	116	112	105	97	90	85	82	75	67	59	55	52	48	44	41	37	33	30
139B	168	143	131	126	118	109	101	96	92	84	76	67	63	59	55	50	47	42	38	34
140B	160	136	124	120	112	104	96	91	88	80	72	64	60	56	52	48	45	40	36	32
141B	135	115	105	101	95	88	81	77	74	68	61	54	50	47	44	40	37	34	30	27
142B	161	137	125	121	113	104	97	92	88	81	73	64	60	57	52	48	45	40	36	33
146B	130	111	101	98	91	84	78	74	71	65	59	52	48	46	42	39	36	33	29	26
148B	182	155	141	136	127	118	109	104	100	91	82	72	69	64	59	55	50	45	41	36
149B	171	145	132	128	120	111	103	97	94	86	77	68	64	60	55	52	47	42	39	34
150B	180	153	139	135	126	117	108	103	99	90	81	72	68	63	58	54	49	45	41	36
151B	166	141	129	124	116	108	100	95	91	83	75	66	63	58	54	50	46	41	38	33
153B	186	158	144	139	130	121	112	106	102	93	84	74	70	65	60	56	51	46	42	37
154B	181	154	140	135	127	118	109	103	99	91	82	72	68	63	58	55	50	45	41	36
155B	163	138	126	122	114	106	98	93	89	82	74	65	61	57	53	49	45	40	37	32
158B	191	162	148	143	134	124	115	109	105	96	86	76	72	67	62	58	52	47	43	38
159B	159	135	123	119	111	103	96	91	87	80	72	63	60	56	51	48	44	39	36	32
161B	184	156	142	138	128	119	110	114	101	92	83	74	69	65	60	55	51	46	42	37
162B	181	154	140	136	126	117	108	103	100	90	81	72	68	64	59	54	50	45	41	36
163B	180	153	139	135	126	117	108	102	99	90	81	72	67	63	58	54	50	45	41	36
164B	195	166	151	147	136	127	117	111	108	97	88	78	73	69	63	58	54	49	44	39
165B	176	149	136	132	123	114	106	100	97	88	79	70	66	62	57	52	49	44	40	35
166B	192	163	148	144	134	125	115	109	106	96	86	77	72	67	62	57	53	48	44	38
167B	175	149	135	132	122	114	105	99	97	87	79	70	65	62	57	52	48	44	40	35
168B	173	147	134	130	121	112	104	98	95	86	78	69	65	61	56	51	48	43	39	35
169B	164	139	127	123	114	106	98	93	90	82	74	66	61	58	53	49	45	41	37	33
170B	179	152	138	135	125	116	107	102	99	89	80	72	67	63	58	53	49	45	41	36
171B	190	161	147	143	133	123	114	108	105	95	85	76	71	67	62	57	52	47	43	38
172B	192	163	148	144	134	125	115	109	106	96	86	77	72	67	62	57	53	48	44	38
173B	187	159	145	141	130	121	112	107	103	93	84	75	70	66	61	56	52	47	42	37
174B	178	151	138	134	124	115	107	101	98	89	80	71	66	63	58	53	49	44	40	36
175B	160	136	124	120	112	104	96	91	88	80	72	64	60	56	52	48	44	40	36	32
176B	182	154	141	137	127	118	109	103	100	91	82	73	68	64	59	54	50	45	41	36
177B	185	157	143	139	129	120	111	105	102	92	83	74	69	65	60	55	51	46	42	37
178B	191	162	148	144	133	124	115	108	105	95	86	76	71	67	62	57	53	48	43	38
179B	172	146	133	129	120	112	103	98	95	86	77	69	64	60	56	51	47	43	39	34
180B	194	165	150	146	135	126	116	110	107	97	87	78	72	68	63	58	53	48	44	39
181B	165	140	128	124	116	107	99	94	91	82	74	66	62	58	54	49	46	41	38	33
182B	129	101	92	89	83	77	71	68	65	60	53	48	44	41	39	36	32	29	27	24
183B	137	116	106	102	96	89	82	78	75	69	61	55	51	47	45	41	37	34	31	27
184B	117	99	90	87	82	76	70	66	64	59	52	47	44	40	38	35	32	29	27	23
185B	157	133	121	117	110	102	94	89	86	79	70	63	59	54	51	47	43	39	36	31
186B	124	105	96	93	87	80	74	70	68	62	55	50	46	43	41	37	34	31	28	25
187B	159	135	123	119	111	103	95	90	87	80	71	64	59	55	52	48	43	39	36	32
189B	147	124	114	110	103	95	88	83	80	74	66	59	55	51	48	44	40	36	33	29
194B	131	111	102	98	92	85	79	75	72	65	59	52	50	46	43	39	37	33	30	26
195B	135	114	105	101	95	88	81	77	74	67	61	54	51	47	44	40	38	34	30	27
196B	152	129	118	114	107	99	92	87	84	76	68	60	57	53	49	45	42	38	34	30
197B	129	109	100	97	91	84	78	74	71	64	58	51	49	45	42	38	36	33	29	26
198B	125	106	97	94	88	81	75	71	68	62	56	50	47	44	41	37	35	32	28	25
199B	146	124	113	109	103	95	88	84	80	73	66	58	55	51	47	44	41	37	33	29
201B	123	104	95	92	86	80	74	70	68	61	55	49	47	43	40	37	34	31	28	24
202B	149	126	115	112	105	97	90	85	82	74	67	60	56	52	48	44	41	38	34	30
204B	132	112	102	99	93	86	80	75	73	66	59	52	50	46	43	39	37	33	30	26
206B	143	121	111	107	100	93	86	82	79	71	64	57	54	50	46	43	40	36	32	28

Add to pages 132 to 171 of Tariff:

TABLE OF RATES Continued

(In Cents Per 100 Pounds)

RATE BASIS NUMBERS (As shown on pages 118 to 130 of Tariff, as amended.)	CLASSES																		
	1 or 100	2 or 85	77.5	75	3 R 35 or 70	65	60	57	R 36 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
104B	148	126	115	111	106	96	89	84	81	74	67	59	56	52	48	44	41	37	33	29
107B	144	122	112	108	101	93	87	82	79	72	65	57	54	51	47	43	40	36	32	29
108B	130	110	101	97	91	84	78	74	71	65	59	52	49	46	42	39	36	33	29	26
109B	128	117	107	103	97	90	83	79	76	69	62	55	52	48	45	41	38	35	31	27
110B	123	113	103	100	93	86	80	76	73	66	60	53	50	47	43	40	37	34	30	26
111B	127	116	106	103	96	89	83	78	75	68	62	54	52	48	44	41	38	35	31	27
112B	140	119	108	105	98	91	84	80	77	70	63	56	53	49	45	42	39	35	32	28
214B	126	106	97	94	88	81	75	71	69	63	56	50	47	44	41	37	35	32	28	25
215B	147	125	114	110	102	95	89	84	81	73	66	58	56	52	48	44	41	37	33	29
216B	141	120	109	106	98	92	84	81	78	70	63	57	53	49	45	43	39	35	32	28
217B	161	137	124	121	112	105	96	92	89	80	72	65	61	56	52	49	44	40	37	32
220B	135	115	104	102	94	88	81	77	74	67	61	54	51	47	43	41	37	34	31	27
221B	167	134	121	118	110	102	94	90	86	78	71	63	59	55	51	47	43	39	36	32
223B	133	113	102	99	92	86	79	76	73	66	59	53	50	46	42	40	36	33	30	27
224B	149	127	115	112	104	97	89	85	82	74	67	60	56	52	48	45	41	37	34	30
227B	154	131	119	116	108	100	92	88	85	77	69	62	58	54	50	47	42	38	35	31
234B	157	133	121	117	110	102	94	89	86	79	70	63	59	54	51	47	43	39	36	31
236B	133	113	103	99	93	86	80	76	73	67	59	53	50	46	43	40	36	33	30	27
239B	163	138	126	122	114	105	98	93	89	82	73	65	61	57	53	49	45	40	37	33
241B	147	124	114	110	103	95	88	83	80	74	66	59	55	51	48	44	40	36	33	29
243B	158	134	122	118	110	103	95	90	87	79	71	63	60	55	51	48	43	39	36	31
244B	166	140	128	123	115	107	99	94	90	83	75	66	62	58	53	50	45	41	37	33
245B	169	144	131	126	118	110	102	96	93	85	76	67	64	59	54	51	46	42	38	34
246B	163	138	125	121	113	105	98	92	89	81	73	64	61	57	52	49	44	40	37	32
247B	155	132	120	116	108	101	93	88	85	78	70	62	58	54	50	47	42	38	35	31
249B	150	127	116	112	105	98	90	85	82	75	68	60	57	52	48	45	41	37	34	30
250B	172	146	133	129	120	112	104	98	94	86	78	68	65	60	55	52	47	43	39	34
253B	146	124	113	109	102	95	88	83	80	73	66	58	55	51	47	44	40	36	33	29
254B	168	143	130	126	117	109	101	96	92	84	76	67	63	59	54	51	46	42	38	33
256B	152	129	118	114	106	99	92	87	83	76	69	60	57	53	49	46	42	38	34	30
257B	152	129	118	114	107	99	91	86	83	76	69	61	57	53	49	45	42	38	34	31
258B	146	123	113	109	102	94	87	82	79	73	66	58	54	51	47	43	40	36	32	29
260B	141	120	110	106	99	91	85	80	77	71	64	56	52	50	46	42	38	35	31	29
261B	146	124	113	110	103	95	88	83	80	73	66	58	54	51	47	43	40	37	33	30
262B	167	142	129	126	117	109	100	95	92	83	75	67	63	58	54	50	46	42	38	34
270B	147	125	113	111	103	96	88	84	81	73	66	59	55	51	47	44	40	37	34	30
272B	166	141	127	124	115	107	99	94	91	83	74	66	62	58	53	50	45	41	38	33
277B	169	144	131	127	118	110	101	97	93	84	76	68	64	59	55	51	47	42	39	34
278B	164	141	127	124	115	107	99	94	91	82	74	66	62	58	53	50	45	41	38	33
279B	137	108	98	96	89	83	76	73	70	63	57	51	48	44	41	38	35	32	29	26
284B	183	155	141	138	128	119	110	104	101	91	82	73	68	64	59	54	50	46	42	37
286B	169	143	131	127	118	110	101	96	93	84	76	68	63	59	55	50	47	42	38	34
291B	174	148	135	131	122	113	105	99	96	87	79	69	65	61	56	52	48	44	39	35
294B	171	146	133	128	120	111	103	97	94	86	77	68	64	60	55	51	47	43	38	35
300B	136	116	105	102	95	89	81	78	75	68	61	55	51	47	44	41	37	34	31	27
301B	130	110	107	105	97	91	83	80	77	69	63	56	52	49	45	42	38	35	32	28
304B	131	113	101	99	91	85	78	75	72	65	59	53	49	46	42	40	36	33	30	26
307B	122	104	94	92	86	79	73	70	67	61	55	49	46	43	39	37	34	30	28	25
308	164	139	127	123	115	107	99	93	90	82	74	65	62	57	53	49	45	41	37	33
310	154	131	119	115	108	100	93	88	84	77	70	61	58	54	50	46	42	38	35	31
312	194	166	150	145	136	126	117	111	108	97	88	77	73	68	63	58	53	48	44	39
313	148	126	115	111	103	96	89	84	81	74	67	59	56	52	48	45	41	37	33	29
315	138	120	110	107	100	92	87	84	77	69	61	58	53	49	46	42	38	35	30	25
316	126	107	98	94	89	82	76	72	69	63	57	50	48	44	41	38	35	32	28	25
318	120	103	93	90	84	78	73	69	66	60	54	48	45	43	39	36	33	30	27	24
319	131	113	117	113	106	98	91	86	83	75	68	60	57	53	49	45	43	38	34	30
320	141	120	109	106	99	92	85	81	78	70	64	56	53	50	46	42	39	36	32	28
321	128	110	105	102	96	88	82	78	75	68	61	54	51	48	44	41	38	34	31	27
322	124	114	104	100	94	87	81	77	74	67	60	53	51	47	43	40	37	34	30	27
323	144	122	112	109	102	94	87	82	80	72	65	58	55	51	47	43	40	37	33	29

SUPPLEMENT No. 51 FREIGHT TARIFF No. 76-F

Add to pages 132 to 171 of Tariff:

TABLE OF RATES Continued
In Cents Per 100 Pounds

RATE BASIS NUMBERS (As shown on pages 118 to 130 of Tariff, as amended.)	CLASSES																				
	1 or 100	2 or 85	77.5	75	3 or R 82 or 70	65	60	57.5	R 26 or 51	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
341B	173	147	134	129	121	113	104	99	95	87	78	69	65	60	56	52	47	46	39	35
347B	160	136	124	120	112	104	96	91	88	80	72	64	60	56	52	48	44	40	36	32
354B	142	121	110	107	100	92	85	81	78	71	64	57	53	50	46	42	39	36	32	28
360B	160	136	124	120	112	104	96	92	88	80	72	64	60	56	52	48	44	40	36	32
366B	168	160	146	141	132	123	113	108	104	94	84	75	70	65	61	56	51	47	42	37
367B	161	137	125	121	115	105	96	92	89	80	72	65	60	56	53	48	44	41	36	32
368B	183	156	142	137	128	119	109	105	101	91	82	73	69	64	60	55	50	46	41	36
369B	142	121	110	106	100	93	85	81	78	71	64	57	53	50	46	43	39	36	32	28
370B	187	159	145	140	131	122	112	107	103	93	84	75	70	65	61	56	51	47	42	37
371B	149	127	116	112	104	97	89	85	82	74	67	60	56	52	49	45	41	38	33	29
372B	176	150	136	132	123	115	105	101	97	88	79	71	66	61	57	53	48	44	40	35
373B	184	156	143	138	129	120	110	105	101	92	83	74	69	64	60	55	50	46	41	36
374B	152	129	118	114	107	99	91	87	84	76	68	61	57	53	50	46	41	38	34	30
378B	143	122	111	107	100	93	86	82	79	71	64	57	54	50	47	43	39	36	32	28
376B	192	163	149	144	135	125	115	110	106	96	86	77	72	67	63	58	53	48	43	38
377B	139	118	108	104	97	91	83	80	77	69	62	56	52	48	45	42	38	35	31	27
378B	144	122	112	108	101	94	86	82	79	72	65	58	54	50	47	43	39	36	32	28
381B	138	108	99	96	90	83	77	73	70	64	57	51	48	44	42	38	35	32	29	25
386B	123	104	95	92	86	79	74	70	67	62	55	49	46	43	40	37	34	30	28	25
391B	133	113	103	99	93	86	80	76	73	67	59	53	50	46	43	40	36	33	30	27
398B	166	141	128	125	116	108	99	95	91	83	75	67	62	58	54	50	46	41	38	34
400B	147	125	113	111	103	96	88	84	81	73	66	59	55	51	47	44	40	37	34	30
405B	140	119	108	105	98	91	84	80	77	70	63	56	53	49	45	42	39	35	32	28
410B	158	134	123	118	111	103	95	90	87	79	71	63	59	55	52	47	43	40	35	31
411B	164	139	127	123	115	107	98	94	90	82	74	66	61	57	54	49	45	41	37	32
412B	201	171	155	151	140	130	121	114	111	100	90	80	75	71	65	60	55	50	46	40
413B	200	170	155	150	140	130	120	114	110	100	90	80	75	70	65	60	55	50	45	40
414B	197	167	152	148	137	128	118	112	109	98	88	79	74	69	64	59	54	49	45	39
415B	189	160	146	142	132	123	113	107	104	94	85	76	71	66	61	56	52	47	43	38
416B	196	167	152	147	137	127	118	111	108	98	88	78	74	69	63	59	54	49	44	40
417B	200	170	155	150	140	130	120	114	110	100	90	80	75	70	65	60	55	50	45	40
418B	215	183	167	161	150	140	129	122	118	107	96	86	81	75	69	65	59	54	48	43
419B	192	164	149	144	134	125	115	109	106	96	86	77	72	67	62	58	53	48	43	38
420B	211	180	164	158	148	137	127	120	116	105	95	83	80	74	68	63	58	53	47	42
421B	214	182	166	160	150	139	129	122	118	107	96	85	81	75	69	64	59	54	48	43
422B	207	176	161	155	145	135	124	118	114	103	93	83	78	72	67	62	57	52	46	41
423B	212	181	164	159	149	138	127	121	117	106	95	85	80	74	68	64	58	53	48	43
424B	202	172	157	151	141	131	121	115	111	101	91	81	76	71	65	61	55	51	45	41
425B	203	173	158	152	142	132	122	115	112	101	91	81	77	71	66	61	56	51	46	41
426B	198	169	154	148	139	129	119	113	109	99	89	79	75	69	64	60	54	50	44	40
427B	204	174	158	153	143	133	123	116	113	102	91	81	77	71	66	61	56	51	46	41
428B	199	170	154	149	139	129	120	113	110	99	89	79	75	70	64	60	54	50	45	40
429B	210	179	163	157	147	137	126	119	116	105	94	84	79	73	68	63	57	53	47	42
430B	130	110	101	97	91	84	78	74	71	65	58	52	49	45	43	39	36	32	30	26
431B	177	151	137	133	124	115	106	101	97	89	80	71	66	62	57	53	49	44	40	36
432B	186	157	144	139	130	121	111	106	102	93	83	74	69	64	60	55	51	46	41	37
433B	189	160	147	142	133	123	113	108	104	94	85	76	71	66	62	57	52	47	42	38
434B	204	173	159	153	143	133	122	116	113	102	92	82	77	71	67	61	57	51	46	41
436B	161	137	125	121	113	105	96	92	89	80	72	65	60	56	53	48	45	41	36	32
436B	186	158	144	139	129	120	111	106	102	93	83	74	70	65	60	56	51	47	41	37
437B	182	155	141	136	127	118	109	103	100	91	82	73	69	64	59	55	50	46	41	36
438B	178	152	138	132	123	116	107	101	98	89	80	71	67	62	57	54	49	45	40	36
439B	173	148	134	130	121	113	104	98	94	86	78	69	65	61	56	52	47	44	39	35
440B	179	153	139	134	125	116	107	102	99	89	80	71	68	63	58	54	49	45	40	36
441B	175	148	136	131	123	114	105	100	98	88	79	70	66	61	57	52	48	44	39	35
443B	172	146	134	129	121	112	103	98	94	86	78	69	66	60	56	51	48	43	38	34
442B	168	142	131	126	118	110	100	96	92	84	76	68	63	58	55	50	47	42	37	33
444B	163	138	127	122	114	106	97	93	89	82	74	66	61	57	53	49	46	41	36	32
445B	169	143	131	127	119	110	101	96	93	85	76	68	63	59	55	51	47	42	38	33
446B	188	159	146	141	132	123	112	107	103	94	85	76	71	66	61	56	52	47	42	37

Add to pages 128 to 171 of Tariff.

TABLE OF RATES—Continued.

(In Cents Per 100 Pounds)

RATE BASIS NUMBERS (As shown on pages 118 to 130 of Tariff, as amended.)	CLASSES																				
	1 or 100	2 or 85	77.5	75	3 R 95 or 70	65	60	57	R 95 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
467B	119	101	92	89	83	77	71	68	65	60	54	48	45	43	39	36	33	30	27	24
468B	121	103	94	91	85	79	73	69	67	61	54	48	45	43	39	36	33	30	27	24
469B	123	104	95	92	85	79	73	70	67	61	55	49	46	43	40	37	34	31	27	24
470B	127	108	98	95	89	83	76	72	70	64	57	51	48	44	41	38	35	32	29	25
471B	128	109	99	96	90	83	77	73	70	64	58	51	48	45	42	38	35	32	29	26
472B	128	109	99	96	90	83	77	73	70	64	58	51	48	45	42	38	35	32	29	26
473B	131	111	102	98	92	85	79	75	73	66	59	52	49	46	43	39	36	33	29	26
474B	134	114	104	101	94	87	80	76	74	67	60	54	50	47	44	40	37	34	30	27
475B	137	116	106	103	96	89	82	78	75	69	62	55	51	48	45	41	38	34	31	27
476B	139	118	108	104	97	90	83	79	76	70	63	56	52	49	45	42	38	35	31	28
477B	140	119	109	105	98	91	84	80	77	70	63	56	53	49	46	42	39	35	32	28
478B	145	123	112	109	102	94	87	83	80	73	65	58	54	51	47	44	40	36	33	29
479B	146	124	113	110	103	95	88	83	80	73	66	58	55	51	47	44	40	37	33	29
480B	148	126	115	111	104	96	89	84	81	74	67	59	56	52	48	44	41	37	33	30
481B	149	127	115	112	104	97	89	85	82	75	67	60	56	52	48	45	41	37	34	30
482B	151	128	117	113	106	98	91	86	83	76	68	60	57	53	49	45	42	38	34	30
483B	152	129	118	114	106	99	91	87	84	76	68	61	57	53	49	46	42	38	34	30
484B	153	130	119	115	107	99	92	87	84	77	69	61	57	54	50	46	42	38	34	31
485B	155	132	120	116	109	101	93	88	85	78	70	62	58	54	50	47	43	39	35	31
486B	156	134	122	119	111	103	95	90	87	79	71	63	59	55	51	47	43	40	36	32
487B	160	136	124	120	113	104	96	91	88	80	72	64	60	56	52	48	44	40	36	32
488B	158	133	121	117	109	101	94	89	86	78	70	62	59	55	51	47	43	39	35	31
489B	163	138	126	122	113	105	97	92	89	81	73	65	61	57	53	49	45	41	36	32
490B	163	139	126	122	114	106	98	93	90	82	73	65	61	57	53	49	45	41	37	33
491B	164	139	127	123	115	107	98	93	90	82	74	66	62	57	53	49	45	41	37	33
492B	166	141	129	125	116	108	100	95	91	83	75	66	62	58	54	50	46	42	37	33
493B	168	143	130	126	118	109	101	96	92	84	76	67	63	59	55	50	46	42	38	34
494B	170	145	132	128	119	111	102	97	94	85	77	68	64	60	55	51	47	43	38	34
495B	177	150	137	133	124	115	106	101	97	89	80	71	66	62	58	53	49	44	40	35
496B	173	149	136	131	123	114	105	100	96	88	79	70	66	61	57	53	48	44	39	35
497B	181	154	140	136	127	118	109	103	100	91	81	72	68	63	59	54	50	45	41	36
498B	183	154	150	145	135	125	116	110	106	97	87	77	72	68	63	58	53	48	43	39
499B	183	156	142	137	129	119	110	104	100	92	83	73	68	64	59	55	51	46	41	37
500B	161	137	125	121	113	105	97	92	89	81	73	65	60	57	53	48	45	41	36	33
501B	157	134	122	118	110	102	94	89	86	79	71	63	58	55	51	47	43	39	35	32
502B	154	131	120	116	108	100	93	88	84	77	70	61	57	54	50	46	43	39	34	31
503B	160	136	124	120	113	104	96	91	88	80	72	64	60	56	52	48	44	40	36	32
504B	170	145	132	128	119	110	102	97	93	85	77	68	63	60	55	51	47	43	38	34
505B	174	148	135	131	122	113	105	99	95	87	79	69	65	61	56	52	48	44	39	35
506B	168	143	128	124	116	107	99	94	90	83	75	66	61	58	54	49	46	41	37	33
507B	167	142	130	125	117	108	100	95	91	84	76	67	62	59	54	50	46	42	37	34
508B	175	147	134	130	122	112	104	98	95	87	78	69	64	61	56	51	48	43	39	35
509B	171	148	133	128	120	111	103	97	94	86	77	68	64	60	55	51	47	43	38	35
510B	184	160	127	123	115	106	99	93	90	82	74	65	61	58	53	49	45	41	37	33
511B	168	143	131	126	118	109	101	96	93	84	76	67	63	59	55	50	47	42	38	34
512B	196	166	151	146	137	127	117	111	107	98	88	78	73	68	63	58	54	49	44	39
513B	176	150	137	132	124	114	106	100	96	88	80	70	66	62	57	52	48	44	39	36
514B	179	152	139	134	126	115	108	102	98	90	81	71	67	63	58	53	50	45	40	36
515B	172	146	134	129	121	112	103	98	94	86	78	69	64	60	56	51	48	43	38	35
516B	190	162	148	143	133	123	114	109	104	95	86	76	71	67	62	57	53	48	42	38
517B	183	154	150	145	136	125	116	110	106	97	87	77	72	68	63	58	53	48	43	39
518B	194	165	151	146	136	126	117	110	106	97	88	77	72	68	63	58	54	49	43	39
519B	186	158	144	140	131	121	112	106	102	93	84	74	69	65	60	55	51	47	42	38
520B	191	163	149	144	136	125	115	109	105	96	87	77	72	67	62	57	53	48	43	39
521B	188	157	144	139	130	120	111	105	101	93	84	74	69	65	60	55	51	46	41	37
522B	189	161	147	142	133	123	114	108	104	96	85	75	70	66	61	56	52	47	42	38
523B	177	151	137	133	124	115	106	101	97	89	80	71	66	62	57	53	49	44	40	36
524B	181	154	141	136	127	117	109	103	99	91	82	72	67	64	59	54	50	45	40	37
525B	182	156	141	137	128	118	109	104	100	91	82	73	68	64	59	54	50	46	41	37
526B	184	157	143	138	129	119	110	105	101	92	83	73	69	65	60	55	51	46	41	37

Add to pages 133 to 171 of Tariff.

TABLE OF RATES Concluded.

(In Cents Per 100 Pounds)

RATE BASIS NUMBERS (As shown on pages 118 to 130 of Tariff, as amended.)	CLASSES																			
	1 or 100	2 or 85	77.5	75	3 R 25 or 70	65	60	57	R 26 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
508B	178	152	138	134	125	116	107	101	98	89	81	71	66	63	58	53	49	45	40	36
509B	201	171	156	151	141	130	121	114	110	101	91	80	75	71	65	60	56	50	45	41
510B	196	167	152	147	138	127	118	112	107	98	89	78	73	69	64	58	54	49	44	40
511B	200	170	155	150	140	130	120	114	110	100	90	80	75	70	65	60	55	50	45	40
512B	197	168	153	148	138	128	118	112	108	99	89	79	73	69	64	59	54	49	44	40
513B	188	160	146	141	132	122	113	107	103	94	85	75	70	66	61	56	52	47	42	38
514B	205	174	159	154	144	133	123	117	112	103	93	82	76	72	67	61	57	51	46	41
515B	198	169	154	149	139	129	119	113	109	99	90	79	74	70	64	59	55	50	44	40
516B	164	127	116	112	105	98	90	85	82	75	68	60	57	53	48	45	41	37	34	30
517B	183	145	132	127	119	111	102	97	94	85	76	68	64	59	55	51	46	43	30	34
519B	187	148	135	130	122	114	104	100	96	84	78	70	65	60	57	52	47	44	39	34
520B	151	153	141	136	127	118	108	103	99	91	82	73	68	63	59	54	50	45	40	36
521B	200	170	155	150	140	130	120	114	110	100	90	80	75	70	65	60	55	50	45	40
522B	203	172	158	152	142	132	121	116	111	102	92	82	76	71	66	61	56	51	45	41
523B	196	166	152	147	137	128	117	112	108	98	88	79	74	68	64	59	54	49	44	39
524B	201	170	156	151	141	131	120	115	110	101	91	81	75	70	66	60	56	50	45	40
525R	191	162	148	143	134	125	114	109	105	96	86	77	72	68	62	57	53	48	43	38
526B	192	163	149	144	135	125	115	110	105	96	87	77	72	67	63	57	53	48	43	39
527B	186	158	145	140	130	121	111	107	102	93	84	75	70	65	61	56	52	47	41	37
528B	193	164	150	145	135	126	115	110	106	97	87	78	72	67	63	58	53	48	43	39
529B	199	169	155	149	140	130	119	114	109	100	90	80	75	69	65	60	55	50	44	40
530B	158	134	123	118	111	103	95	90	87	79	71	63	59	55	52	47	43	40	35	31
531B	164	139	127	123	115	107	98	94	90	82	74	66	61	57	54	49	45	41	37	32
532B	178	151	138	133	125	116	107	102	98	89	80	71	67	62	58	53	49	45	40	35
533B	155	131	120	116	109	101	93	88	85	77	70	62	59	54	50	46	43	39	35	31
534B	171	146	132	129	119	111	102	98	94	85	77	69	64	60	55	52	47	43	39	34
535B	182	155	141	137	128	118	109	104	100	91	82	73	68	64	59	54	50	46	41	37
536B	183	156	142	137	129	119	110	104	100	92	83	73	68	64	59	55	51	46	41	37
537B	185	157	144	139	130	120	111	105	101	93	84	74	69	65	60	55	51	46	41	37
538B	190	162	148	143	133	123	114	109	104	95	86	76	71	67	62	57	53	48	42	38
539B	204	173	158	153	142	132	122	116	112	102	92	82	76	72	66	61	56	51	46	41
540B	194	165	151	146	136	127	116	111	107	97	88	78	73	68	63	58	54	49	43	39
541B	205	175	159	154	143	133	123	117	113	102	92	82	77	72	66	62	56	52	46	41

1878

SUBJECT TO ITEM No. X-148 OR SUCCESSIVE ISSUES THEREOF.

THE OPERATION OF PORTIONS OF TARIFF REFERRED TO IN ITEM No. 1 IS SUSPENDED AS PROVIDED IN SAID ITEM.

Rates published in tariff and as amended applicable on Petroleum Products are subject to reductions as provided in Item No. 153 of tariff.

SUPPLEMENT No. 34
to
C. T. C. No. A-540 W. S. Curlett, Agent
C. T. C. No. 428 I. N. Doe, Agent
C. T. C. No. 1892 B. T. Jones, Agent
(Cancels Supplement No. 25)

SUPPLEMENT No. 34
to
I. C. C. No. A-800 W. S. Curlett, Agent
I. C. C. No. 507 I. N. Doe, Agent
I. C. C. No. 3858 B. T. Jones, Agent
I. C. C. No. 928 R. H. Hoke, Agent
MF-I. C. C. No. A-51 W. S. Curlett, Agent
MF-I. C. C. No. 64 I. N. Doe, Agent
MF-I. C. C. No. 116 B. T. Jones, Agent
MF-I. C. C. No. 314 R. H. Hoke, Agent
(Cancels Supplement No. 25)

Supplements Nos. 11, 13, 14, 18 21, §26, §28, §29, 30, 32, §33 and 34 contain all changes from the original tariff.
§Discontinuance of Navigation Supplement.
#Service Order No. 68.
‡Postponement Supplement - Ex Parte 148, Reopened.
δPostponement Supplement (Dkt. 28300)

W. S. CURLETT, I. N. DOE, R. H. HOKE and B. T. JONES, Agents

TRUNK LINE TARIFF BUREAU

SUPPLEMENT No. 34
TO

TARIFF No. 44-I

(Cancels Supplement No. 25)

ALL-RAIL, RAIL-WATER-RAIL, BARGE-RAIL, RAIL-BARGE AND RAIL-BARGE-RAIL JOINT AND PROPORTIONAL FREIGHT TARIFF

OF

CLASS AND COMMODITY RATES

In connection with participating carriers shown on pages 7 to 15 of Tariff, page 4 of Supplement No. 11, page 2 of Supplement No. 14, page 2 of Supplement No. 18 and pages 2 and 3 of Supplement No. 21.

BETWEEN NORTHERN STATIONS IN			AND SOUTHERN STATIONS IN		
CONNECTICUT	MASSACHUSETTS	PENNSYLVANIA	ALABAMA	KENTUCKY	NORTH CAROLINA
DELAWARE	NEW BRUNSWICK	RHODE ISLAND	ARKANSAS	LOUISIANA	SOUTH CAROLINA
DISTRICT OF COLUMBIA	NEW HAMPSHIRE	VERMONT	FLORIDA	MISSISSIPPI	TENNESSEE
	NEW JERSEY	VIRGINIA	GEORGIA		VIRGINIA
MAINE	NEW YORK	WEST VIRGINIA			
MARYLAND	OHIO				

As shown on pages 17 to 95, inc., of tariff as amended. As shown on pages 96 to 173, inc., of tariff as amended

ALSO

JOINT RAIL-MOTOR AND JOINT RAIL-MOTOR-WATER RATES

From or To Points Served By The Gulf Transport Company, the C. & P. Transportation Company and the Saluda Motor Lines, Inc.

Rates published herein via the Gulf Transport Company are authorized by order of the Interstate Commerce Commission in Docket MC 96761, Sub. 1 of November 29, 1939.

Also provision for substitution of Motor Carrier Service as provided in Item No. 165 of tariff.

Governed, except as otherwise provided herein, by Southern Classification No. 59, I. C. C. No. 92, MF I.C.C. No. 21, C.T.C.-S.C. No. 26 (A. H. Carson, Alternate Agent), supplements thereto or successive issues thereof and by exceptions to said classification as indicated in Item No. 5 of tariff.

DISCONTINUANCE AND RESTORATION OF SERVICE

Transportation service in connection with:
Inland Waterways Corporation is subject to discontinuance and restoration of service as indicated in Item No. 20 of tariff.

ISSUED NOVEMBER 28, 1945.

EFFECTIVE JANUARY 1, 1946.
(Except as otherwise provided for herein)

Departure from the terms of Rule 28 (a) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 154301 of July 3, 1936.

Departure from the terms of Rule 9(a) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission, No. 7920 of March 17, 1942.

I. N. DOE, Agent,
Room 534 South Station,
Boston 10, Mass.

B. T. JONES, Agent,
608 South Dearborn Street,
Chicago 5, Ill.

RECEIVED
Month Day Year

Issued by
W. S. CURLETT, Agent,
143 Liberty St.,
New York 6, N. Y.

R. H. HOKE, Agent,
101 Marietta Street,

SUPPLEMENT NO. 34 - FREIGHT TARIFF NO. 44-I

INDIVIDUAL CARRIERS' TARIFF NUMBERS

CARRIERS	Tariff No.	Authority File No.	Station Tariff File No.	Agent's Index No.	Mailing List No.
Alton Railroad Company	F-2363-J				
Atlanta, Birmingham and Coast Railroad	15-44-I		1		
Atlantic Coast Line Railroad	15-44-I				
Central of Georgia Railway	G.F.O. 683-I				
Chesapeake and Ohio Railway	1889-J				
Chicago and Eastern Illinois Railway	3690-I				
Clinchfield Railroad	G.F.O. 1902		6		
Fernwood, Columbia & Gulf Railroad	G.F.O. 353				
Florida East Coast Railway	535-H				8
Grand Trunk Rys., Lines East	G.T.Ry. U-220-2				
Gulf, Mobile and Ohio Railroad	G.F.O. 5414				
Illinois Central System	2544-J				
Louisville and Nashville Railroad	G.F.O. 739-J				
Mississippi Central Railroad	1442-J		Case 3		
Nashville, Chattanooga & St. Louis Railway			13		
New York, Chicago & St. Louis R.R	G.F.O. 1277-I				
Norfolk Southern Railroad	F.T.D. 3114				
Pennsylvania Railroad				411	
Piedmont & Northern Railroad Company - Durham & Southern Railway Company	G.F.O. Box No. 23				
Seaboard Air Line Railway	G.F.O. 206	70051	8 (f)		
Southern Railway System	G.F.O. 30				
Tennessee Central Railway	478-1		10		601
Western Railway of Alabama	1940-H 1940-I				

ALPHABETICAL LIST OF NORTHERN STATIONS FROM AND TO WHICH RATES APPLY

STATIONS	Railroad	Apply Rate Basis in Sections Nos. 1, 1A, 2 and 2A	4 and 4A	Index No.
Amend page 23 of Tariff:				
MARYLAND				
BALTIMORE:				
ø & Canton	WMd.	Baltimore ♦ B.Port.	625 1621	5
ø & City Block	WMd.	Baltimore ♦ B.Port.	625 1621	7
ø & Hillen	WMd.	Baltimore ♦ B.Port.	625 1621	10
ø & Jackson's Wharf	WMd.	Baltimore ♦ B.Port.	625 1621	8
(File C73 WMd-1-1, RA 90905)				

STATIONS	Railroad	Apply Rate Basis in Sections Nos. 1, 1A, 2 and 2A	4 and 4A	
Amend page 48 of Tariff:				
NEW YORK				
ø Indian Castle	NYC(WB)	Albany	750	3310
(File 60000-8)(RA 90882)				
Amend page 69 of Tariff:				
PENNSYLVANIA				
ø Indian Crossing	PB&N	♦Rochester. §Genesee.	1217	237
Amend page 86 of Tariff:				
ø Wigmore	PB&N	♦Rochester. §Genesee.	1217	230
(File N-2300-RA-90829)				

ALPHABETICAL LIST OF SOUTHERN STATIONS TO AND FROM WHICH RATES APPLY

STATIONS	Railroad	Apply Rate Basis in Sections Nos. 1 and 1A	4 and 4A	Index No.
Amend page 96 to 173 of Tariff:				
ALABAMA		ALABAMA		
Milldale (File 69 L&N)	L&N	Yolande	N	3215
Robbins (File 69 Sou-4-1)	Sou.	Florence	P	9971

STATIONS	Railroad	Apply Rate Basis in Sections Nos. 1 and 1A	4 and 4A	
Amend Pages 96 to 173 of Tariff and page 2 of Supplement No. 25:				
MISSISSIPPI		MISSISSIPPI		
Keen (File 69-GM&O)	GM&O	Columbia	P	1842
Lime Plant (File 69-C&G Ry)	C&G	West Point	P	40
TENNESSEE		TENNESSEE		
Indian Creek (File 69-Tenn)	Tenn	Fork Mountain	J	11
‡ North Chattanooga (File N-8721)	CNO&TP	Chattanooga	[illegible]	59

ø Not applicable on traffic routed via the Baltimore & Ohio R.R., in connection with the Western Maryland Railway.

♦ Applicable only in connection with Rate Basis Number shown in Section 1 and 1A.

§ Applicable only in connection with Rate Basis Numbers shown in Section 2 and 2A.

‡ Not to apply in connection with the AB&CRR, ACLRR, C&WCRy, Clinchfield RR, CMALRR, GAFRR, GM&ORR, BALRy, StL-SFRy, WBSRy.

♦ Applicable only on traffic routing through the port of Baltimore via the Bull Steamship Line, Baltimore Steam Packet Co., Merchants & Miners Transportation Co.

For explanation of other Reference Marks, see page 3 herein.

rn-13

SUPPLEMENT NO. 34 - FREIGHT TARIFF NO. 44-1

EXPLANATION OF REFERENCE MARKS AND NOTES

▲ Reduction. ☒ Addition. ♦ Increase. ∅ Change.
[illegible] Reissued from Supplement No. 23, effective August 30, 1945.
[illegible] Reissued from Supplement No. 25, effective September 20, 1945.

Add to Page 179 of Tariff:

NOTE 29.

Rates to, from or via Baton Rouge, La. will apply only when booking has been confirmed by the MVBL., under provisions of Item 145 of MVBL, Tariff 1-F, ICC No.79. Booking number must be shown on bill of lading.

APPLICATION OF RATES

5 Item No. 20A Cancels Item No. 20

APPLICATION OF BARGE-RAIL AND RAIL-BARGE RATES IN CONNECTION WITH THE FEDERAL BARGE LINES

Restoration and Discontinuance of Water Service North of St.Louis, Mo.

Shipements will be accepted by carriers parties to this tariff during the periods from March 5 to September 15, inclusive, of each year, on northbound traffic, and March 15 to September 15, inclusive, of each year, on southbound traffic, for transportation on the barges of the Federal Barge Lines north of St.Louis, Mo. Shipments also will be accepted from September 15, until the dates announced by supplements to this tariff, subject to the condition that all freight left on hand at the port of transshipment after the closing of navigation for lack of space on the barges sailing after the arrival of such freight, and all freight reaching the port of transshipment after the last sailing of each season of navigation will be forwarded via water-rail-routes and be subject to the tariff rates applicable via such water-rail-routes in effect on date of shipment from the point of origin of the shipment. On such shipments, accepted from September 15, for transportation north of St.Louis, Mo., until the dates announced by supplement to this tariff, shipping receipts, bills of lading and waybills must bear the following notation:

"Route via which this shipment will be handled and rates applicable will be in accordance with tariff provisions respecting restoration and discontinuance of water-service north of St.Louis, Mo."

Supplements announcing the final date upon which shipments will be accepted for transportation, under this tariff and effective supplements thereto, will be filed with the Interstate Commerce Commission and posted at points from which the rates apply not less than one day in advance of such date.

NOTE - In applying the provisions of the preceding paragraph, the date on which final instructions are received for transportation via the Federal Barge Lines will be considered the date of acceptance of the shipment via that line. The rate to be applied will be the rate in effect on date the shipments are received for transportation at points of origin.
Departure from the terms of Rule 12 (b) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 185790 of September 23, 1940, amended. (GR)

(File TC-2831)

5 Item No. 58B Cancels Item No. 58A

FREIGHT NOT ACCEPTED FOR SHIPMENT VIA FEDERAL BARGE LINES

The following commodities will not be accepted for handling under this publication, except as specifically provided in tariff, as amended:

Articles having an offensive odor which are liable by their nature to injure or impregnate other freight.
Automobiles, except for dock delivery (Note B).
Boats, as described in Items 4575 through 4785 of Consolidated Freight Classification No. 16, I.C.C. Nos. 92 and 29 of Agents E.H. Dulaney and R.C. Fyfe, respectively, and I.C.C.-O.C. No. 80 of Agent A.H. Greenly, when in excess of 4,000 pounds each.
Bulk or loose freight (Note A and Exceptions 1 and 2).
Liquid Freight in bulk (except in packages as provided in tariff, as amended).
Live Stock.
Perishable Freight.
Scrap rubber or old rubber tires (Exception 3).
Stoves and Ranges (Exception 4).

NOTE A - Bulk or loose freight includes such commodities as are loose or in mass and must be shoveled, scooped or forked in the handling, and that which is neither in packages nor in units of sufficient size to admit of being readily handled piece by piece.

NOTE B - Rates will not include absorption of switching or carloading expense.

EXCEPTION 1 - Shipments of sheet iron or sheet steel will be accepted loose when so specifically stated in tariff, as amended, only when individual pieces weight 75 pounds or more. Individual pieces weighing less than 75 pounds will be accepted only when in boxes or crates or clamped together in bundles weighing not less than 75 pounds per package.

EXCEPTION 2 - Shipments of iron or steel articles (except sheet iron or sheet steel) will be accepted loose when so specifically stated in tariff, as amended, only when weighing 25 pounds or over each piece or when wired together in bundles weighing 25 pounds or over each bundle.

EXCEPTION 3 - Shipments of scrap rubber or old rubber tires will be accepted only when tendered in machine-pressed or compact bales or bundles.

EXCEPTION 4 - Shipments of stoves and ranges will be accepted only when in boxes or crates.

(File No. N-11237, R.A. -89566 - Sup. 1)

APPLICATION OF RATES.

*Item No. 908 Cancels Item No. 900.

APPLICATION OF RATES IN CONNECTION WITH THE AMERICAN BARGE LINE COMPANY

(a) Basis for rates between Northern Stations shown on pages 17 to 95, inc., except as provided for in (b), located in the States of Connecticut, Massachusetts, New Jersey, New York, Pennsylvania and Rhode Island, subject to Rate Bases Albany, Altoona, Berlin, Boston, Branchton, Buffalo, Corry, Erie Gloversville Grafton, Harrisburg, Hempstead, Jonnsonburg, Lake Placid, Lyndonville, Montauk, New Egypt, New York, Niver Ogdensburg, Oil City, Patchogue, Philadelphia, Phoenicia, Pittsburgh, Port Jervis, Portland, Reading, Rochester, Scranton, Stamford, Syracuse, Wakefield, Waterbury and Watertown and Baton Rouge, La., Helena, A Memphis, Tenn., New Orleans, La., and Vicksburg, Miss., in connection with the American Barge Line Company, will only apply via Aliquippa, Pa., Conway, Pa., or Glassport, Pa., except as provided for in (b) and rail lines parties hereto, or as same may be amended.

First class rates between Northern Stations shown on pages 17 to 95, inc., located in the States of Connecticut, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island, subject to Rate Bases named in the preceding paragraph and Baton Rouge, La., Helena, Ark., Memphis, Tenn., New Orleans, La., and Vicksburg, Miss., are the through all-rail first class rates arrived at by use of Rate Basis Numbers shown in Section 1 or 1A, or as same may be amended, less the first class differentials shown below.

For rates on other classes or commodity columns, apply to the first class rate ascertained as above, the rates for the other classes or commodity columns, as shown opposite that first class rate.

TO AND FROM	FIRST CLASS DIFFERENTIALS (In Cents Per 100 Pounds) Via ¶Aliquippa,Pa. §Conway, Pa. øGlassport,Pa.		TO AND FROM	FIRST CLASS DIFFERENTIALS (In Cents Per 100 Pounds) Via ¶Aliquippa,Pa. §Conway, Pa. øGlassport,Pa.	
	Section 1	Section 1A		Section 1	Section 1A
Baton Rouge . . . . La.	49	49	New Orleans . . . . La.	50	49
Helena . . . . . Ark.	39	39	Vicksburg . . . . Miss.	45	44
Memphis . . . . . Tenn.	36	37			

Rates will apply via routes as provided in W.S. Curlett's Freight Tariff No. 87, I.C.C. No. A-382, Agent I.W. Doe's I.C.C. No. 191, to and from Aliquippa, Conway and Glassport, Pa., except for account of the following lines rates will apply via all lines parties to this tariff: B&LE,Erie,J&LS/ (via Erie),NYC(W or NYC&StL), Montour,NYC(W),P&LE (Note),P&WV,PC&Y,WA, Rates will only apply via routes authorized therein.

Note - Except routing from Glassport and Aliquippa, as provided in Agent W.S. Curlett's Tariff No. 87, I.C.C. No. A-382 and from and to stations on the P&LE taking Index Nos. 560 to 695 and 861 to 911, shown on pages 17 to 95, incl., where routing is provided for in Agent W.S. Curlett's I.C.C. No. A-382.

While shipments moving under rates herein, are in the possession of the American Barge Line Company, the bill of lading terms and conditions of that line as set forth in their Tariff Circular No. 3-B, I.C.C. No. 24, to govern.

(b) Basis for rates between stations shown on pages 17 to 95, inc., of Tariff as amended, taking Index Numbers:

B&O	P&R	P&WV	[redacted]	W&LE
6270 to 6290	21040 to 21135 21150 to 21190 23550,23555	40		360 to 380 391 to 405

and Baton Rouge, La., Helena, Ark., Memphis, Tenn., New Orleans, La., and Vicksburg, Miss., in connection with the American Barge Line Company will apply via Louisville, Ky.

Rates will apply via all carriers parties to this Tariff.

TO AND FROM	First Class Differentials (In Cents Per 100 Pounds Via Louisville,Ky.	
	Section 1	Section 1A
New Orleans . . . . . La.	39	39
Baton Rouge . . . . . La.	39	38
Vicksburg . . . . . Miss.	34	34
Helena . . . . . Ark.	27	30
Memphis . . . . . Tenn.	27	27

While shipments moving under rates herein, are in the possession of the American Barge Line Company, the bill of lading terms and conditions of that line as set forth in their Tariff Circular No. 3-B, I.C.C. No. 24, will apply subject to exceptions shown below.

(Concluded on next page)

I Issued in compliance with order of the Interstate Commerce Commission in Docket Ex Parte No. 102 of March 11, 1932.

¶ Routes will only apply on traffic in open top cars.

§ Will not apply on any freight from, to or via the P&LE.

ø Routes when from, to or via the P&W will apply on traffic in box cars only.

= Departure from the terms of Rule 4(1) of Tariff Circular No. 20 is authorized under permission of the Interstate Commerce Commission No. 17432, of December 14, 1939, as amended.

APPLICATION OF RATES - Concluded

...l Item No. 905 Cancels Item No. 900 - Concluded

EXCEPTIONS

Freight inherently incapable of handling by, or transfer from or to barges; no through rates in effect, ...e., commodities, in bulk, Live Stock, Perishable Freight; Liquid Freight; unless in packages; commodities ...isted in Note A.

Note A - Articles which cannot be handled by barge:

Acid, dangerous, as defined in Alternate Agent G.I. Falkenburg's I.C.C. No. 4;
Apples;
Articles, in excess of;
(a) 8 tons per package;
(b) 16 ft. wide and 13 ft. high;
(c) 30 ft. long, except pipe;
Articles requiring refrigeration;
Articles having an offensive odor or liable by their nature to injure other freight; also high explosives or dangerous chemicals;
Automobiles, except for dock delivery. (See Note 1);
Barrels and Drums, empty, having previously been filled with Gasoline, Benzine or other Dangerous liquids;
Brick;
Butter;
Cement, unless in sacks;
Coal, in bulk;
Creosoted articles;
Eggs;
Excelsior, unless in bales;
Fertilizers;
Fibre, unless in bales;
Fireworks;
Fish, unless in cans, boxes;
Foundry Facing, unless in packages;
Fruit, Fresh;
Grain or Products, in bulk;
Glue Stock;
Hemp, unless in bales;
Hides, green salted;
Household Goods, unless in boxes, barrels or crates;
Laundry Tubs, Trays, Cement or Slate, unless boxed or crated;
Lemons;
Lime;
Lumber;
Logs;
Meats, unless in cans, boxes;
Moss, unless in bales;
Oils;
Mineral,
Vegetable;
Fish, unless in packages;
Paper, Stock, or waste, unless in bales;
Petroleum and Products, unless in packages;
Pipe exceeding 50 ft. in length;
Poultry, live or dressed;
Rags, unless in bales;
Shavings, unless in bales;
Sisal, unless in bales;
Slate, roofing, unless in packages;
Tankage, dried blood or garbage;
Tanners' Fleshings;
Tin, unless in packages;
Tin plate, unless boxed or crated;
Traction Engines, set up, except Tractors (Note).
Note - Tractors which can be transferred between car and barge will be accepted upon authority of agents of the American Barge Line Company.
Turpentine, unless in packages;
Vegetables, fresh;
Waste, unless in bales.

Note 1 - Rates will not include absorption of switching or carloading expenses.
Rates are established under authority of Interstate Commerce Commission Fourth Section Order Nos. ...962 and 10963, of June 8, 1932.

For minimum charges to be applied in connection with rates between stations on the American Barge Line ...d Northern Stations shown on pages 17 to 95, inc., see minimum charge specifically provided for the ...erican Barge Line Company in Section 4 or 4A. (File No.16975. N-8385-3)

NON-APPLICATION OF RATES

...E Item No. 400

NON-APPLICATION OF RATES VIA
NORFOLK AND WESTERN RAILWAY

The rates published in tariff and as amended will not apply over the Norfolk and Western Ry., when via ...w routes shown below, or via these routes in the reverse direction.

Via Bristol, Va.-Tenn., Norton, Va. or St. Paul, Va., N&W, thence -

(1) Lynchburg, Sou. Ry., Potomac Yard, Va. and connections.
(2) Burkeville, Va., Sou. Ry., Richmond, Va., RF&P, Potomac Yard, Va., and connections, or
(3) Petersburg, Va., ACL or SAL, Richmond, Va., RF&P, Potomac Yard, Va., and connections.

(File 73 N&W-4-1-R.A. 10940)

...I Issued in compliance with order of the Interstate Commerce Commission in Docket Ex Parte No. 102 of ...rch 11, 1932.
... departure from the terms of Rule 4(1) of Tariff Circular No. 20 is authorized under permission of ...e Interstate Commerce Commission No. 17210, of December 14, 1936, as amended.
For explanation of other Reference Marks, see page 3 herein.

Change on Page 202 of Tariff and Page 8 of Supplement No. 30 to read as follows:

SECTION 1

If the charge accruing under Sections 4 or 4A of Tariff, as amended, according to their application, is higher than the charge accruing under this Section, on the same shipment, the charge accruing under Sections 4 or 4A of Tariff, as amended, according to their application, will apply.

The Rate Base Numbers named in this Section apply only where applicable rating is published in EXCEPTIONS TO SOUTHERN CLASSIFICATION, to the extent provided for in Item No. 5 of Tariff, subject to applicable rules and other provisions in Exceptions to Southern Classification and to applicable rules and other provisions, except ratings, in Southern Classification, Except that:

These Rate Base Numbers will ALSO apply:

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at class rates referred to therein, under ratings in Southern Classification.

2. In connection with commodity rate columns to the extent provided for on pages 198 to 201 of Tariff, as amended.

Rates resulting from the use of Rate Base numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 13494 and except as otherwise specifically provided are permitted by authority of the Interstate Commerce Commission Fourth Section Orders Nos. 9700, 11200 (except to or from points in State of Kentucky) and 8680 (covering rates to and from points on the Tennessee Central Railway).

ALL CHANGES RESULTING FROM THE USE OF RATE BASE NUMBERS IN THIS SECTION ARE REDUCTIONS.

Change on Page 300 of Tariff and Page 9 of Supplement No. 30:

SECTION 1A

If the charge accruing under Sections 4 or 4A, according to their application, is higher than the charge accruing under this Section, on the same shipment, the charge accruing under Sections 4 or 4A, according to their application, will apply.

The Rate Base Numbers named in this Section apply only where applicable rating is published in Southern Classification, subject to applicable rules and other provisions in Southern Classification and to applicable rules and other provisions, except ratings, in Exceptions to Southern Classification, EXCEPT that:

These Rate Base Numbers WILL NOT apply.

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at Class Rates referred to therein. Section 1 Rate Base Numbers will apply.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended and are permitted by authority of Interstate Commerce Commission Fourth Section Order No. 15410 of October 19, 1945.

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nd Page 300 of Tariff and Pages 11 to 94 of Supplement No. 30:

SECTION 1-A.

and From Stations shown on Pages 96 to 73, inclusive of tariff as amended, taking ate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.															
	Albany		Altoona		Baltimore		B-Port	Bellington		Berkeley Springs		Berlin		Boston		
	AR	RWR	AR	RWR	AR	RWR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	
	APPLY RATE BASIS NUMBERS (For Rates, see Pages 340 to 404, inclusive of Tariff as amended).															
ALABAMA																
lle:																
.R.-R.W.R	257	248	243		217	211	208	239		244		287	278	269	260	
.B.L. (Note B)	237															
.B.L. (Note Ca)																
.B.L. (Note E)	230		221					221								
ARKANSAS																
ena:																
.R.-R.W.R	253	253	210		229	227	224	208		235		284	278	272	264	
.B.L. (Note E)																
.B.L. (Note P)																
.B.L. (Item 90)																
LOUISIANA																
on Rouge:																
.R.-R.W.R	275	270	257		237	235	232	257		282		306	300	287	282	
.B.L. (Note B)																
.B.L. (Note Ca)										230						
.B.L. (Note E)	238		220		219			220								
.B.L. (Note P)	236		217													
.V.B.L. (Notes C1 and 29)																
.B.L. (Item 90)																
Orleans:																
.R.-R.W.R	275	270	269		237	235	232	251		256		306	300	287	282	
.B.L. (Note B)																
.B.L. (Note Ca)								220								
.B.L. (Note E)	238		221							237						
.B.L. (Note P)	236		218													
.V.B.L. (Note C1																
.B.L. (Item 90)																
MISSISSIPPI																
kaburg:																
.R.-R.W.R	266	246	256		236	234	231	236		241		296	291	281	276	
.B.L. (Note B)																
.B.L. (Note Ca)																
.B.L. (Note E)	250		208					203		225						
.B.L. (Note P)	230		200													
.V.B.L. (Note C1)	229		199		199			199		204		259		244		
.B.L. (Item 90)																
TENNESSEE																
phis:																
.R.-R.W.R	240	240	196		211	211	211	194		204		272	272	263	253	
.B.L. (Note E)																
.V.B.L. (Note C1)	211		170		182			165		175		243		234		
.B.L. (Item 90)																

Amend Page 300 of Tariff and Pages 11 to 94 of Supplement No. 30:

SECTION 1-A

To and From Stations shown on Pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.															
	Branchton		Buffalo		Cincinnatus		Clarksburg		Corry		Cumberland		Erie		Evergreen	
	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR	AR	RMR
	APPLY RATE BASIS NUMBERS (For Rates, see Pages 340 to 404, inclusive of Tariff as amended).															
ALABAMA																
Mobile:																
A.R.-R.W.R.	243		243	243	257	257	230		243		239		237		221	215
F.B.L. (Note B)																
F.B.L. (Note Ca)	224		221				211		224		223		218			
F.B.L. (Note E)	219		221		238				219		221		213			
ARKANSAS																
Helena:																
A.R.-R.W.R.	206		210		253		194		206		210		200		257	256
F.B.L. (Note E)	191		196				180		191				186			
F.B.L. (Note P)	175		180						175				170			
A.B.L. (Item 90)																
LOUISIANA																
Baton Rouge:																
A.R.-R.W.R.	254		257		275	273	243		254		257		248		241	239
F.B.L. (Note B)																
F.B.L. (Note Ca)							211									
F.B.L. (Note E)	217		220		238		206		217		220		211		223	
F.B.L. (Note P)	214		217		235				214				208			
M.V.B.L. (Notes Ci and 29)	213		216						213				207		[illegible]	
A.B.L. (Item 90)																
New Orleans:																
A.R.-R.W.R.	257		258		275	273	243		257		251		251		241	239
F.B.L. (Note B)																
F.B.L. (Note Ca)	224						211		224		220		218			
F.B.L. (Note E)	219		221		238		206		219				213			
F.B.L. (Note P)	216		218		235				216				210			
M.V.B.L. (Note Ci)	216		218						216				210			
A.B.L. (Item 90)																
MISSISSIPPI																
Vicksburg:																
A.R.-R.W.R.	233		236		266	266	221		233		236		228		240	238
F.B.L. (Note B)											217					
F.B.L. (Note Ca)	205						193						200			
F.B.L. (Note E)	200		203		250		188		217		203		195			
F.B.L. (Note P)	197		200		230				197				192			
M.V.B.L. (Note Ci)	196		199		229		184		196		199		191		203	
A.B.L. (Item 90)																
TENNESSEE																
Memphis:																
A.R.-R.W.R.	193		203		240		186		198		199		189		215	215
F.B.L. (Note E)	169		179				156		172				165			
M.V.B.L. (Note Ci)	164		174		211		151		167		170		160		186	
A.B.L. (Item 90)																

Page 300 of Tariff and Pages 11 to 94 of Supplement No. 30:

SECTION 1-A

And From Stations shown on Pages 96 to 121, inclusive of Tariff as amended, taking rate basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.																	
	Glovers-ville		Grafton		Hagers-town		Harris-burg		Hempstead		Johnson-burg		Lake Placid		Ligonier		Lyndon-ville	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404, inclusive of Tariff as amended).																	
ALABAMA																		
ille:																		
R.-R.W.R.	269	260	271	262	216	216	234	230	249	240	243		297	288	245		243	243
B.L. (Note B)	249												277					
B.L. (Note Ca)	253												281		221		222	
B.L. (Note E)	251										221		279		216		222	
ARKANSAS																		
ra:																		
R.-R.W.R.	285	285	274	266	228	228	236	256	256	251	215		294	286	204		221	
B.L. (Note E)															190		207	
B.L. (Note P)																	191	
B.L. (Item 90)																		
LOUISIANA																		
n Rouge:																		
R.-R.W.R.	287	282	289	284	236	236	243	243	259	264	258		315	310	251		259	
B.L. (Note B)							222											
B.L. (Note Ca)							227											
B.L. (Note E)	250				218						221				214		222	
B.L. (Note P)	247					211					218				211		219	
V.B.L. (Notes C1 and 29)															210			
B.L. (Item 90)																		
Orleans:																		
R.-R.W.R.	287	282	289	284	236	236	243	243	259	264	259		315	310	254		259	
B.L. (Note B)																		
B.L. (Note Ca)															221			
B.L. (Note E)	250				218		227				221		277		216		222	
B.L. (Note P)	247										218						219	
V.B.L. (Note C1)															213			
B.L. (Item 90)																		
MISSISSIPPI																		
sburg:																		
R.-R.W.R.	278	278	283	278	236	236	243	243	262	257	238		306	301	229		243	
B.L. (Note B)																		
B.L. (Note Ca)															201			
B.L. (Note E)	262						227				206				196		210	
B.L. (Note P)	242						207				202						207	
V.B.L. (Note C1)	241		246		199		206		225		201		269		192		206	
B.L. (Item 90)																		
TENNESSEE																		
phis:																		
R.-R.W.R.	252	252	266	266	211	211	217	217	246	246	207		282	282	193		210	
B.L. (Note E)															169			
V.B.L. (Note C1)	213		256		182		188		217		179		253		164		181	
B.L. (Item 90)																		

Amend Page 300 of Tariff and Pages 11 to 94 of Supplement No. 30:

SECTION 1-A

To and From Stations shown on Pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amend															
	Montauk		New Egypt		New York		Niverton		Ogdensburg,		Oil City		Patchogue		Peters	
	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	RWR	AR	
	APPLT RATE BASIS NUMBERS (For Rates, see Pages 340 to 404, inclusive of Tariff as amend															
ALABAMA																
Mobile:																
A.R.-R.W.R.	263	254	245	236	240	231	248		266	259	243		252	243	251	
F.B.L. (Note B)																
F.B.L. (Note Ca)							226		250		224					
F.B.L. (Note E)									248		219				253	
ARKANSAS																
Helena:																
A.R.-R.W.R.	270	265	252	247	247	242	215		250	250	205		259	254	222	
F.B.L. (Note E)											191					
F.B.L. (Note P)											175					
A.B.L. (Item 90)																
LOUISIANA																
Baton Rouge:																
A.R.-R.W.R.	283	278	265	260	260	255	263		276	276	254		272	267	269	
F.B.L. (Note B)																
F.B.L. (Note Ca)																
F.B.L. (Note E)			247		242		226		258		217				238	
F.B.L. (Note P)											214					
M.V.B.L. (Notes C1 and 29)											213					
A.B.L. (Item 90)																
New Orleans:																
A.R.-R.W.R.	283	278	265	260	260	255	264		276	276	257		272	267	269	
F.B.L. (Note B)																
F.B.L. (Note Ca)									242		224				252	
F.B.L. (Note E)							226		238		219					
F.B.L. (Note P)									234		216					
M.V.B.L. (Note C1)											216					
A.B.L. (Item 90)																
MISSISSIPPI																
Vicksburg:																
A.R.-R.W.R.	276	271	258	253	253	248	241		263	263	253		265	260	249	
F.B.L. (Note B)							222									
F.B.L. (Note Ca)																
F.B.L. (Note E)							206				200				218	
F.B.L. (Note P)											197					
M.V.B.L. (Note C1)	239		221		216		204		228		196		238		211	
A.B.L. (Item 90)																
TENNESSEE																
Memphis:																
A.R.-R.W.R.	260	260	242	242	237	237	204		257	257	188		249	249	211	
F.B.L. (Note E)											169					
M.V.B.L. (Note C1)	251		213		208		175		208		164		220		188	
A.B.L. (Item 90)																

SECTION 1-A

Page Heading on Page 68 of Supplement No. 30 to read as follows:

To and From Stations shown on Pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS: And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.														
	Philadelphia		P-Port	Phoenicia		Pittsburgh		Popes Creek		Port Jervis		Portland		Reading	
	AR	RHR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR
	APPLY RATE BASIS NUMBERS (For Rates, see Pages 340 to 404, inclusive of Tariff as amended).														
Amend Page 300 of Tariff and Pages 11 to 94 of Supplement No. 30:															
ALABAMA															
Mobile:															
A.R.-R.W.R.	227	224	221	257	248	237		225	219	247	238	276	269	231	227
F.B.L. (Note B)															
F.B.L. (Note Ca)						213									
F.B.L. (Note E)						208									
ARKANSAS															
Helena:															
A.R.-R.W.R.	236	235	233	253	253	196		237	235	250	248	284	276	236	235
F.B.L. (Note E)						182									
F.B.L. (Note P)															
A.B.L. (Item 90)															
LOUISIANA															
Baton Rouge:															
A.R.-R.W.R.	247	247	245	276	270	243		245	243	266	259	299	294	247	247
F.B.L. (Note B)										245					
F.B.L. (Note Ca)															
F.B.L. (Note E)	229			257		206		227		248				229	
F.B.L. (Note P)				235		203									
M.V.B.L. (Notes C1 and 29)						202									
A.B.L. (Item 90)															
New Orleans:															
A.R.-R.W.R.	247	247	245	276	270	246		245	243	266	259	299	294	247	247
F.B.L. (Note B)										245					
F.B.L. (Note Ca)						213									
F.B.L. (Note E)				257		208				248				229	
F.B.L. (Note P)				235											
M.V.B.L. (Note C1)						206									
A.B.L. (Item 90)															
MISSISSIPPI															
Vicksburg:															
A.R.-R.W.R.	243	243	241	266	266	221		245	243	260	255	293	288	243	243
F.B.L. (Note B)															
F.B.L. (Note Ca)						193									
F.B.L. (Note E)						188				244					
F.B.L. (Note P)				330						224				207	
M.V.B.L. (Note C1)	206			229		184		206		223		256		206	
A.B.L. (Item 90)															
TENNESSEE															
Memphis:															
A.R.-R.W.R.	224	224	224	240	240	188		220	220	251	231	272	272	224	224
F.B.L. (Note E)						181									
M.V.B.L. (Note C1)	196			211		156		191		202		243		196	
A.B.L. (Item 90)															

Amend Page 300 of Tariff and Pages 91 to 94 of Supplement No. 30:

SECTION 1-A

To and From Stations shown on Pages 96 to 173, inclusive of Tariff as amended, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on Pages 17 to 95, inclusive of Tariff as amended.													
	Richmond		Rochester		Russell		Scranton		Sunset		Stamford		Syracuse	
	AR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR	AR	RHR
	APPLY RATE BASIS NUMBERS (For Rates, see Pages 340 to 404, inclusive of Tariff as amended).													
ALABAMA														
Mobile:														
A.R.-R.W.R.	230		243	243	235		240	240	240		284	280	250	250
F.B.L. (Note B)														
F.B.L. (Note Ca)	223		222		211				216					
F.B.L. (Note E)	221		222				238						222	
ARKANSAS														
Helena:														
A.R.-R.W.R.	208		221		199		240	240	204		272	264	234	
F.B.L. (Note E)			207		186				190					
F.B.L. (Note P)			191											
A.B.L. (Item 90)														
LOUISIANA														
Baton Rouge:														
A.R.-R.W.R.	257		259		248		257	257	253		287	282	259	259
F.B.L. (Note B)														
F.B.L. (Note Ca)														
F.B.L. (Note E)	220		222		211		220		216		269		222	
F.B.L. (Note P)			219				217						219	
M.V.B.L. (Notes C1 and 29)														
A.B.L. (Item 90)														
New Orleans:														
A.R.-R.W.R.	251		259		248		257	257	253		287	282	259	259
F.B.L. (Note B)							236		232					
F.B.L. (Note Ca)	220													
F.B.L. (Note E)			222		211		238		216				222	
F.B.L. (Note P)			219										219	
M.V.B.L. (Note C1)														
A.B.L. (Item 90)														
MISSISSIPPI														
Vicksburg:														
A.R.-R.W.R.	236		243		226		253	253	231		281	276	249	249
F.B.L. (Note B)									212					
F.B.L. (Note Ca)														
F.B.L. (Note E)	220		210		193		227		198				216	
F.B.L. (Note P)			207				217						213	
M.V.B.L. (Note C1)	199		208		189		216		194		248		212	
TENNESSEE														
Memphis:														
A.R.-R.W.R.	194		210		186		231	231	190		263	263	224	
F.B.L. (Note E)														
M.V.B.L. (Note C1)	165		181		156		202		161		234		196	
A.B.L. (Item 90)														

SUPPLEMENT NO. 34 - FREIGHT TARIFF NO. 44-I

Amend Page 300 of Tariff and Pages 11 to 94 of Supplement No. 30:

SECTION 1-A

To and From Stations shown on Pages 96 to 173, inclusive of Tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RHR	AR	RHR	AR	RHR	AR	RHR
	APPLY RATE BASIS NUMBERS (For Rates, see Pages 340 to 404, inclusive of Tariff as amended)							
ALABAMA								
Mobile:								
A.R.-R.W.R.	274	265	216	210	269	260	257	252
F.B.L. (Note B)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note Ca)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note E)	. .	. .	. .	. .	. .	. .	232	. .
ARKANSAS								
Helena:								
A.R.-R.W.R.	277	269	228	226	272	264	240	240
F.B.L. (Note E)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note P)	. .	. .	. .	. .	. .	. .	. .	. .
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .
LOUISIANA								
Baton Rouge:								
A.R.-R.W.R.	292	287	236	234	287	282	269	269
F.B.L. (Note B)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note Ca)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note E)	. .	. .	218	. .	. .	. .	232	. .
F.B.L. (Note P)	. .	. .	. .	. .	. .	. .	229	. .
M.V.B.L. (Notes C1 and 2B)	. .	. .	. .	. .	. .	. .	. .	. .
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .
New Orleans:								
A.R.-R.W.R.	292	287	236	234	287	282	269	269
F.B.L. (Note B)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note Ca)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note E)	. .	. .	. .	. .	. .	. .	232	. .
F.B.L. (Note P)	. .	. .	. .	. .	. .	. .	229	. .
M.V.B.L. (Note C1)	. .	. .	. .	. .	. .	. .	. .	. .
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .

To and From Stations shown on Pages 96 to 173, inclusive of Tariff as amended taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same rates as shown on Pages 17 to 95, inclusive of Tariff as amended.							
	Wakefield		Washington		Waterbury		Watertown	
	AR	RHR	AR	RHR	AR	RHR	AR	RHR
	APPLY RATE BASIS NUMBERS (For Rates, see Pages 340 to 404, inclusive of Tariff as amended)							
MISSISSIPPI								
Vicksburg:								
A.R.-R.W.R.	286	281	256	254	281	276	257	252
F.B.L. (Note B)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note Ca)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note E)	. .	. .	. .	. .	. .	. .	. .	. .
F.B.L. (Note P)	. .	. .	. .	. .	. .	. .	. .	. .
M.V.B.L. (Note C1)	249	. .	199	. .	244	. .	220	. .
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .
TENNESSEE								
Memphis:								
A.R.-R.W.R.	268	268	209	. .	263	263	231	. .
F.B.L. (Note E)	. .	. .	. .	. .	. .	. .	. .	. .
M.V.B.L. (Note C1)	239	. .	180	. .	234	. .	202	. .
A.B.L. (Item 90)	. .	. .	. .	. .	. .	. .	. .	. .

(File N-6365-3)

Change on Page 301 of Tariff, Page 14 of Supplement No. 11 and Page 95 of Supplement No. 30:

SECTION 2

If the charge accruing under Sections 4 or 4A of Tariff, as amended, according to their application is higher than the charge accruing under this Section, on the same shipment, the charge accruing under Sections 4 or 4A of Tariff, as amended, will apply.

The Rate Base Numbers named in this Section apply only where applicable rating is published in EXCEPTIONS TO SOUTHERN CLASSIFICATION, to the extent provided for in Item 5 of Tariff, subject to applicable rules and other provisions in Exceptions to Southern Classification and to applicable rules and other provisions, except ratings, in Southern Classification, EXCEPT that:

These Rate Base Numbers will ALSO apply:

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at class rates referred to therein, under ratings in Southern Classification.

2. In connection with commodity rate columns to the extent provided for on pages 198 to 201 of Tariff as amended.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with order of the Interstate Commerce Commission in Dockets Nos. 26488, 21373, 21373 (Sub.-No. 1), 21665 and 21665 (Sub.-No. 1), and are permitted by authority of the Interstate Commerce Commission Fourth Section Order Nos. 12370 and 12516, except to or from points in the State of Kentucky rates are permitted by authority of Interstate Commerce Commission Supplemental Fourth Section Order No. 11200. (File M-1657)

ALL CHANGES RESULTING FROM THE USE OF RATE BASE NUMBERS IN THIS SECTION ARE REDUCTIONS

Change Page 339 of Tariff and Page 96 of Supplement No. 30:

SECTION 2A

If the charge accruing under Sections 4 or 4A according to their application is higher than the charge accruing under this Section, on the same shipment, the charge accruing under Sections 4 or 4A will apply.

The Rate Base Numbers named in this Section apply only where applicable rating is published in SOUTHERN CLASSIFICATION, subject to applicable rules and other provisions in Southern Classification and to applicable rules and other provisions, except ratings, in Exceptions to Southern Classification, EXCEPT that:

These Rate Base Numbers WILL NOT Apply.

1. In connection with provisions of Interstate Commerce Commission Fourth Section Order No. 9800 and Fourth Section Order No. 12272, as amended, in arriving at Class Rates referred to therein. Section 2 Rate Base Numbers will apply.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended and are permitted by Authority of Interstate Commerce Commission Fourth Section Order No. 15410 of October 19, 1945.

To and From Stations shown on pages 96 to 173 of Tariff as amended, inclusive, taking Rate Basis shown below:	FROM AND TO THE FOLLOWING BASING POINTS And Stations taking same Rates as shown on pages 17 to 95 of Tariff as amended, inclusive																
	New York		Niverton		Oakfield	Ogdensburg		Oil City		Patchogue		Petersburg		Philadelphia		P-Port	
	AR	RNR	AR	RNR	AR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	AR	RNR	RNR	
	APPLY RATE BASIS NUMBERS (For Rates, see pages 340 to 404 of Tariff as amended, inclusive																
NORTH CAROLINA																	
Change on Page 339 of Tariff and Page 118 of Supplement No. 30:																	
Durham	140	136K	138	138	232	178	174K	156	156	155	151K	136	136	127	123K	120K	

SUPPLEMENT NO. 34 - FREIGHT TARIFF NO. 44-I

SECTION 3

For Application, see page 340 of Tariff as amended

RATES IN CENTS PER 100 POUNDS.

RATE BASIS NUMBERS (As shown on pages 203 to 339, inc.)	CLASSES																						
	55K	53½	52	50	50H	50L	50M	49	47½	47	5 or 45	45K	44	42	41	41M	6 or 40	40K	40L	39½	37½	37	36M	7 or 35
	COMMODITY RATE COLUMNS																						
	55K	53½	52	50	50H	50L	50M	49	47½	47	45	45K	44	42	41	41M	40	40K	40L	39½	37½	37	36M	35
Amend Page 370 of Tariff:																								
200. . . .	106	107	104	100	105½	98	91	98	96	94	90	88	88	84	[illegible]	[illegible]	80	77	77	79	475	74	66	70
								(File M-16974-RA 91290)																

RATE BASIS NUMBERS (As shown on pages 203 to 339, inc.)	CLASSES																			
	‡ 22½ M	‡ 22	‡ 22M	† 21	†11 or 20	† 20M	† 19	† 18½	† 18½ L	† 18	† 18K	† 12 or 17½	† 17½ K	† 17	† 16	† 15	† 14K	† 13		
	COMMODITY RATE COLUMNS																			
	‡ 22½ M	‡ 22	‡ 22M	† 21	† 20	† 20M	† 19	† 18½	† 18½ L	† 18	† 18K	† 17½	† 17½ K	† 17	† 16	† 15	† 14K	† 13		
23 Change on Page 396 of Tariff to the extent shown below:																				
296	60	65	59	62	59	54	56	55	53	53	50	52	49	50	47	44	40	38		
									(File M-16974)											
23 Change on Page 400 of Tariff to the extent shown below:																				
2960.	60	65	59	62	59	54	56	55	53	53	50	52	49	50	47	44	40	38		
									(File M-16974)											

† Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Company, Philadelphia & Norfolk Steamship Co., or Bull Steamship Line.

‡ Rates published herein will not apply via Rail-Water-and-Rail routes in connection with the Agwilines, Inc. (Clyde-Mallory Lines), Eastern Steamship Lines, Inc., Merchants & Miners Transportation Company, or Philadelphia & Norfolk Steamship Co.

For explanation of other Reference Marks, see page 3.

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SECTION 3

PERCENTAGES OF CLASS RATES

Add to Page 404 of Tariff:

Where ratings in the Southern Classification, or exceptions thereto, provide for percentages of Class Rates, rates will be in accordance with the following table.

PERCENTAGES OF CLASS RATES

When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%	When Class Rate is	90%
1	..	31	28	61	55	91	82	121	109	151	136	181	163	211	190	241	217	271	244
2	2	32	29	62	56	92	83	122	110	152	137	182	164	212	191	242	218	272	245
3	3	33	30	63	57	93	84	123	111	153	138	183	165	213	192	243	219	273	246
4	4	34	31	64	58	94	85	124	112	154	139	184	166	214	193	244	220	274	247
5	5	35	32	65	59	95	86	125	113	155	140	185	167	215	194	245	221	275	248
6	5	36	32	66	59	96	86	126	113	156	140	186	167	216	194	246	221	276	248
7	6	37	33	67	60	97	87	127	114	157	141	187	168	217	195	247	222	277	249
8	7	38	34	68	61	98	88	128	115	158	142	188	169	218	196	248	223	278	250
9	8	39	35	69	62	99	89	129	116	159	143	189	170	219	197	249	224	279	251
10	9	40	36	70	63	100	90	130	117	160	144	190	171	220	198	250	225	280	252
11	10	41	37	71	64	101	91	131	118	161	145	191	172	221	199	251	226	281	253
12	11	42	38	72	65	102	92	132	119	162	146	192	173	222	200	252	227	282	254
13	12	43	39	73	66	103	93	133	120	163	147	193	174	223	201	253	228	283	255
14	13	44	40	74	67	104	94	134	121	164	148	194	175	224	202	254	229	284	256
15	14	45	41	75	68	105	95	135	122	165	149	195	176	225	203	255	230	285	257
16	14	46	41	76	68	106	95	136	122	166	149	196	176	226	203	256	230	286	257
17	15	47	42	77	69	107	96	137	123	167	150	197	177	227	204	257	231	287	258
18	16	48	43	78	70	108	97	138	124	168	151	198	178	228	205	258	232	288	259
19	17	49	44	79	71	109	98	139	125	169	152	199	179	229	206	259	233	289	260
20	18	50	45	80	72	110	99	140	126	170	153	200	180	230	207	260	234	290	261
21	19	51	46	81	73	111	100	141	127	171	154	201	181	231	208	261	235	291	262
22	20	52	47	82	74	112	101	142	128	172	155	202	182	232	209	262	236	292	263
23	21	53	48	83	75	113	102	143	129	173	156	203	183	233	210	263	237	293	264
24	22	54	49	84	76	114	103	144	130	174	157	204	184	234	211	264	238	294	265
25	23	55	50	85	77	115	104	145	131	175	158	205	185	235	212	265	239	295	266
26	23	56	50	86	77	116	104	146	131	176	158	206	185	236	212	266	239	296	266
27	24	57	51	87	78	117	105	147	132	177	159	207	186	237	213	267	240	297	267
28	25	58	52	88	79	118	106	148	133	178	160	208	187	238	214	268	241	298	268
29	26	59	53	89	80	119	107	149	134	179	161	209	188	239	215	269	242	299	269
30	27	60	54	90	81	120	108	150	135	180	162	210	189	240	216	270	243	300	270

Change Page 405 of Tariff and Page 139 of Supplement No. 30:

SECTION 4

MINIMUM CHARGES

The rates named in this section apply only where applicable rating is published in Section 2 of the EXCEPTIONS TO OFFICIAL CLASSIFICATION Agent W.S. Curlett's Tariff No. 141-A (See Item 620), subject to applicable rules and other provisions in Exceptions to Official Classification and to applicable rules and other provisions, except ratings, in Official Classification.

The minimum charges provided for in this section will only apply between points for which rates are provided in Sections 1, 1A, 2 or 2A.

If the charge accruing under Sections 1, 1A, 2 or 2A, according to their application is higher than the charge accruing under this section, on the same shipment, the charge accruing under Sections 1, 1A, 2, or 2A, according to their application will apply.

Where actual weight of shipment is in excess of minimum weight shown in connection with minimum charges, actual weight should be used in computing the charges obtained under the minimum rate provided in this section.

The rate base numbers shown on pages 406 to 438 of Tariff, as amended, will not apply:

1. On traffic moving via American Barge Line Co. for which rate basis numbers are provided for on pages 439 to 445 of Tariff.
2. On Fish and Oysters as provided for on pages 446 to 453 of Tariff.
3. On Asphalt as provided for on page 486 of Tariff.
4. On Gypsum Lath as provided for on page 486 of Tariff.

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*NON-APPLICATION OF MINIMUM CHARGES

Minimum charges provided in this section will not apply on shipments of Cotton Linters or Regins and Cottonseed Hull Fibre or Shavings from Southern Stations to Northern Stations as described in Item No. 46610 of W.S. Curlett, Agent, Tariff No. 141-A (See Item 620).

Minimum charges provided in this section will not apply on shipments of Naval Stores, as described in Item No. 33132‡ of W.S. Curlett, Agent, Tariff No. 141-A (See Item 620).

Minimum charges provided in this section will not apply on shipments of Cottonseed, Pitch and/or Tar, as described in Item No. 46625 of W.S. Curlett, Agent, Tariff No. 141-A (See Item 620), from Southern Stations to Northern Stations.

ALL RATES RESULTING FROM THE USE OF THE RATE BASE NUMBERS IN THIS SECTION ARE INCREASES

Change on Page 486 of Tariff and Page 144 of Supplement No. 30:

SECTION 4A

MINIMUM CHARGES

The rates named in this Section apply only where applicable rating is published in OFFICIAL CLASSIFICATION, subject to applicable rules and other provisions in Official Classification and to applicable rules and other provisions, except ratings, in Section 2 of the Exceptions to Official Classification, Agent W.S. Curlett's Tariff No. 141-A (See Item 620).

The minimum charges provided for in this section will only apply between points for which rates are provided in Sections 1, 1A, 2 or 2A.

If the charge accruing under Sections 1, 1A, 2 or 2A, according to their application is higher than the charge accruing under this section, on the same shipment, the charge accruing under Sections 1, 1A, 2 or 2A, according to their application will apply.

Where actual weight of shipment is in excess of minimum weight shown in connection with minimum charges, actual weight should be used in computing the charges obtained under the minimum rate provided in this section.

The rate base numbers shown on pages 486 of Tariff and Pages 148 to 177 of Supplement No. 30 will not apply on traffic moving via American Barge Line Co. for which rate basis numbers are provided for on Pages 18 to 24 of this Supplement.

Rates resulting from the use of Rate Base Numbers in this Section are issued in compliance with Order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended.

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‡ Increase.

* The non-application of Minimum Charges on shipments moving at less carload or any quantity rates is hereby cancelled. (‡Provisions of Tariff, as amended, will apply).

Add to Page 486 of Tariff:

SECTION 4-A

The Rate Basis Numbers shown below will only apply between Northern Stations shown on pages 17 to 90, inclusive of tariff, as amended taking Index Numbers shown below and Southern Stations on the American Bar Line Company shown on pages 96 to 173, inclusive, of tariff, as amended.

Northern Stations Index Nos.	‡Apply Rate Basis No.
A.& A.	
5 to 45.	99
45,50.	98
B.& O.	
5 to 90.	125
135 to 310.	113
6597	80
6600 to 6620.	77
6635	76
6640 to 6660.	76
6665,6670.	70
6685 to 6740.	76
6745	70
6750 to 6810.	73
6815	70
6820	68
6825 to 6890.	70
6910 to 6955.	76
6970 to 6995.	73
7005 to 7085.	70
7090 to 7140.	67
7155 to 7185.	68
7195	64
7305 to 7320.	64
7325 to 7345.	62
7445	62
7515 to 7555.	59
7560 to 7600.	62
7615	63
7730 to 7960.	59
7965	63
7990 to 8030.	65
8075 to 8085.	65
8090	68
8185,8190.	55
8195,8200.	52
8210 to 8260.	55
8265,8270.	52
8275 to 8295.	51
8300,8310.	47
8322 to 8330.	51
8335 to 8355.	47
8357 to 8485.	40
8487 to 8495.	41
8500 to 8540.	45
8550 to 8580.	52
8625 to 8735.	40
8740 to 8780.	47
8790 to 8820.	51
8830,8835.	55
8840 to 8880.	56
8885	62
8890 to 8935.	67
8940 to 8990.	70
8995 to 9040.	75
9045 to 9065.	77

Northern Stations Index Nos.	‡Apply Rate Basis No.
B.& O.-Cont.	
9070 to 9090.	80
9100,9107.	81
9110 to 9130.	84
9185 to 9210.	59
9220 to 9245.	64
9280 to 9315.	64
9325	65
9345	65
9350 to 9385.	70
9390 to 9400.	73
9405 to 9435.	65
9440 to 9455.	63
9465 to 9640.	68
9645	63
9650 to 9850.	59
9855	56
9860 to 9710.	63
9760,9770.	65
9790,9795.	73
9820 to 9835.	70
9845 to 9875.	76
9880 to 9890.	77
9895 to 9940.	81
9945 to 9990.	85
10010 to 10025.	86
10030 to 10055.	91
10060 to 10090.	92
10105 to 10125.	95
10130 to 10155.	98
10165 to 10180.	99
10190 to 10210.	95
10215 to 10260.	96
10275	73
10290	70
10305 to 10380.	76
10400,10410	70
10445,10460	73
10465,10485	73
10500	77
10505,10515	80
10520	81
10525 to 10640.	84
10645	85
10650	87
10660 to 10680.	87
10690 to 10830.	88
10835 to 10845.	92
10850 to 10870.	95
10875 to 10700.	99
10705 to 10725.	98
10735 to 10745.	95
10750 to 10790.	99
10810	99
10815 to 10825.	101
10830	99
10835 to 10870.	101

Northern Stations Index Nos.	‡Apply Rate Basis No.
B.& O.-Con.	
10880 to 10930.	106
10945 to 10980.	48
10985	51
10990	48
10995	51
B.& H.	
3010,3015.	101
3020	106
B.C	
5 to 70.	84
75	81
B.& L.E.	
5	80
125	70
130 to 150.	73
225 to 250.	62
280 to 300.	63
305 to 325.	62
330	55
345 to 385.	61
390 to 415.	48
422 to 445.	44
455 to 540.	40
Bush T.	
5 to 25.	125
C.& I.	
5,10.	64
23	63
24a.	64
45 to 65.	68
100 to 125.	64
145	68
C.of N.J.	
1 to 133.	125
136	122
139 to 151.	125
160 to 184.	122
187 to 223.	120
226 to 235.	120
238,241	117
244 to 310.	120
334,337	117
358 to 382.	113
386 to 412.	111
415 to 454.	108
457 to 463.	106
469 to 481.	108
487,490	108
493	111
496 to 502.	108
505	111
508 to 544.	108

Northern Stations Index Nos.	‡Apply Rate Basis No.
C.of N.J.-Con.	
547 to 568.	108
571 to 601.	108
604 to 625.	122
631 to 724.	125
730 to 751.	122
753 to 769.	125
772 to 802.	122
808 to 829.	120
832 to 841.	122
844 to 871.	125
874 to 883.	122
Ch.R.	
10 to 15.	108
20 to 30.	111
C.& Pit.	
5 to 35.	147
C.River	
10	76
15 to 30.	77
C.& P.A.	
5	87
15 to 40.	91
45 to 75.	95
D.& Mt.H.	
10 to 45.	101
D.& N.	
1	108
2	106
3,4	108
5 to 15.	108
16,17.	111
18 to 22.	111
27 to 30.	113
31	111
32,33.	111
34 to 36.	113
37 to 39.	117
40 to 44.	120
45 to 47.	122
48 to 50.	125
51 to 54.	129
55 to 57.	125
58 to 64.	129
65,66.	131
68 to 76.	125
77 to 84.	131
85	129
87 to 89.	131
90	134
91 to 94.	138
95	142
96 to 98.	145

‡ For Rates, see Section 4 pages 454 to 485, inclusive, of Tariff, as amended.

Add to Page 486 of Tariff:

SECTION 4-A - Continued.

The Rate Basis Numbers shown below will only apply between Northern Stations shown on pages 17 to 95, inclusive, of tariff, as amended, taking Index Numbers shown below and Southern Stations on the American Barge Line Company shown on pages 96 to 173, inclusive of tariff, as amended.

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
D.& H.-Con.	
99	145
100,101	146
102,103	134
104,105	140
106	141
107,108	138
109,110	141
118,119	145
122 to 125	141
126	134
127,128	141
129 to 132	143
133	145
135	143
136,137	143
138 to 141	145
142 to 144	149
145,146	152
148	152
149 to 154	158
155 to 158	156
160,161	154
170	143
171,172	145
173,174	152
177 to 179	155
180 to 184	122
D.L.& W.	
1 to 29	125
31 to 41	122
42 to 62	126
63,66	122
68 to 89	125
91 to 100	122
103 to 126	120
130,132	120
135	117
141 to 148	120
152,154	120
157	117
159 to 183	120
186	117
188,190	117
192 to 197	117
201	113
203,208	117
212 to 249	113
254,259	117
263 to 303	117
306 to 327	113
328	111
336	111
337	108
348,349	111
353	111
355 to 370	108
373,375	108
376 to 404	108
409 to 420	101
423 to 440	99
446	98
449 to 457	111

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
D.L.& W.-Conc.	
464 to 497	113
506 to 514	111
520,527	108
529 to 569	108
573,584	108
591 to 609	101
610 to 628	101
632 to 638	108
643 to 675	101
678 to 688	108
692 to 706	101
709 to 723	99
725 to 745	96
747 to 771	113
781	113
785	111
787 to 818	113
823 to 840	117
841 to 867	120
872	117
874 to 891	113
896 to 909	117
915,920	120
922 to 946	122
947 to 963	125
965 to 977	122
E.J.R.R.& T.	
5	125
Erie	
8 to 276	125
280,285	122
336 to 520	125
535 to 600	129
605	122
625 to 665	125
660 to 675	122
687 to 710	125
725,750	122
755,765	125
780	122
790	120
795	122
800 to 820	125
840 to 850	122
860,865	120
875	117
880,910	117
920 to 955	113
960	113
965 to 980	111
985,990	108
995,996	111
1000 to 1020	108
1030	117
1035 to 1065	120
1070 to 1080	117
1100 to 1155	113
1165	111
1175 to 1200	113
1205 to 1225	111
1235 to 1250	108

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
Erie-Con.	
1255 to 1283	108
1315 to 1325	99
1330 to 1360	101
1365 to 1400	108
1405 to 1415	101
1420	101
1430	99
1435 to 1440	101
1450	99
1455 to 1475	101
1480 to 1490	108
1495 to 1505	101
1510 to 1550	108
1582 to 1625	108
1635 to 1655	101
1660 to 1710	99
1715 to 1725	101
1730 to 1755	99
1760 to 1865	96
1870,1875	101
1880,1885	99
1890 to 1900	96
1905,1910	95
1915,1920	92
1925 to 1935	91
1940 to 1975	88
1985 to 2035	87
2050 to 2065	84
2070,2075	81
2080,2090	68
2110 to 2140	73
2155,2161	75
2166	85
2175	88
2236,2239	98
2685 to 2715	108
2716 to 2718	111
N.Y.S.& W.	
2245 to 2405	125
2415 to 2450	122
2455 to 2550	120
2555 to 2575	117
2580	113
N.J.& N.Y.	
2725 to 2745	125
2765 to 2830	129
2850 to 2860	129
Erie	
2900 to 2945	125
2955 to 3005	129
3170 to 3200	96
3225 to 3242	92
3245 to 3255	91
3280	88
3280 to 3286	92
3300	88
3338	91
3340,3345	88
3355	88
3360,3365	87
3370,3375	85
3380 to 3400	84

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
Erie-Conc.	
3405	81
3415,3420	80
3430 to 3440	75
3445	73
3475 to 3496	73
3500	70
3505 to 3525	73
3530 to 3540	68
F.J.& G.	
10 to 25	145
G.& J.	
40	141
50 to 60	142
75,80	141
G.& W.	
10 to 50	106
G.T.-E.	
76 to 78	96
H.M.R.R.	
5	125
H.& B.T.M.	
15	81
20 to 40	84
50 to 195	85
205	84
Int.	
5 to 25	106
I.R.R.	
5 to 40	111
45 to 55	113
J.W.& N.W.	
5 to 120	87
125	85
L.& W.V.	
5 to 75	108
L.E.F.& C.	
5	68
10	70
45 to 95	73
L.& H.R.	
5 to 75	122
80 to 150	120
155 to 175	117
L.& N.E.	
1 to 11	108
15	106
25 to 35	108
37 to 44	111
46	108
53,54	111
64 to 90	113
94 to 98	117

‡ For Rates, see Section 4, pages 484 to 485, inclusive, of tariff, as amended.

Add to Page 486 of Tariff.

SECTION 4-A - Continued.

The Rate Basis Numbers shown below will only apply between Northern Stations shown on pages 17 to 96, inclusive, of tariff, as amended, taking Index Numbers shown below and Southern Stations on the American Barge Line Company shown on pages 96 to 173, inclusive, of tariff, as amended.

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
L.& N.E.-Conc.	
108 to 132.	120
140 to 228.	113
231,235	111
245,255	113
274	111
275	113
L.V.	
1½ to 35.	125
36 to 52.	122
54 to 57.	125
58,59	122
60 to 70.	120
72 to 87.	117
88 to 111.	113
113 to 131.	111
135	108
137 to 141.	111
142 to 152.	108
153 to 161.	106
162,164	106
165 to 178.	108
180	108
182 to 185½	106
185½ to 189.	108
190	106
191	108
192	106
193 to 208.	108
209 to 231.	106
233 to 246.	101
246½ to 253½	106
257 to 263.	108
265,266	106
267 to 294.	108
295	106
296 to 315.	108
316 to 318.	106
324	101
325 to 326.	108
327 to 336.	111
337 to 345.	113
346 to 350.	111
351	108
352	111
353 to 357.	108
358 to 360.	106
361 to 372.	101
373 to 384.	106
385 to 388.	108
391 to 401.	111
402 to 405.	108
406 to 413.	111
414	108
415,416	111
416½	113
417,419	108
420 to 425.	111
428	113
429 to 431.	111
432	108
433 to 435.	106

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
L.V.-Conc.	
436	106
437	108
438 to 453.	106
454 to 458.	101
A459	99
459 to 472.	96
473 to 475.	101
488 to 495.	111
497 to 499.	113
500 to 507.	117
508 to 513.	120
521½ to 525.	108
526 to 533.	111
535 to 550.	113
552 to 557.	111
559 to 564.	113
565	111
567,568	113
L.I.	
5 to 98.	125
100 to 110.	134
125 to 145.	125
155,160	134
190	140
235 to 245.	134
265 to 415.	140
480 to 510.	140
515 to 600.	152
620 to 690.	125
705 to 730.	134
735	125
750 to 910.	140
915 to 1040.	152
1080 to 1220.	125
M.& P.	
165 to 190.	111
195 to 240.	108
245 to 295.	101
M.& U.	
5 to 30.	122
35	120
M.& E.	
5 to 30.	122
Mongh.	
15	55
20 to 50.	58
60 to 98.	62
105	62
110 to 160.	65
189b.	73
275 to 360.	59
370	62
405 to 415.	62
430 to 445.	63
450	64

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
Montour	
5	37
10 to 180.	41
200 to 216.	40
N.Y.& L.B.	
5	125
15,20.	122
25 to 125.	125
N.Y.C.(E)	
5 to 100.	125
103 to 141.	131
145	129
148 to 163.	131
168 to 187.	134
191 to 227.	131
233	129
237 to 253.	131
257 to 263.	129
267 to 274.	125
280 to 298.	122
299 to 315.	120
318 to 329.	117
332 to 348.	118
351,354	111
357 to 365.	111
369,371	108
374 to 398.	106
402 to 411.	101
413	99
418 to 465.	96
471 to 487.	117
490,493	113
496 to 502.	111
506	108
509 to 516.	111
519 to 524.	108
527 to 541.	108
547	106
555,557	108
579	106
585 to 594.	101
596	99
602,606	101
610 to 620.	99
626 to 647.	106
650 to 656.	101
659 to 673.	99
686 to 694.	101
697 to 711.	106
714 to 736.	111
739	108
755 to 766.	108
769,771	111
774,777	111
779 to 791.	113
794 to 804.	117
810 to 816.	120
819,821	117
830 to 862.	120
868 to 908.	122
911 to 930.	125

Northern Stations Index Nos.	‡Apply Rate Basis Nos.
N.Y.C.(E)-Con.	
922 to 969.	129
983 to 971.	131
976 to 992.	134
998,1001.	131
1005	125
1010 to 1016.	131
1028,1026.	129
1032 to 1046.	125
1055 to 1062.	129
1079 to 1088.	131
1094	129
1098 to 1108.	131
1112,1118.	134
1124 to 1132.	131
1135 to 1170.	134
1173,1177.	136
1185	135
1194 to 1205.	129
1213	125
1227 to 1233.	129
1236 to 1249.	131
1274 to 1283.	134
1285 to 1308.	136
1312 to 1348.	143
1360	147
1358,1361.	140
1491,1493.	140
1557 to 1573.	125
1575 to 1583.	131
1586 to 1629.	134
1632 to 1648.	136
1651 to 1678.	134
1695 to 1700.	125
1702 to 1714.	131
1721 to 1752.	134
1767,1771.	111
1780 to 1800.	108
1811 to 1828.	106
1831 to 1848.	101
1850	99
1855 to 1869.	96
1871,1873.	95
1897 to 1904.	99
1906,1908.	96
1910	95
1916,1925.	99
1931	95
1933	92
1939 to 1963.	95
1966,1968.	91
1978	88
1981 to 1989.	91
2002,2006.	88
2008 to 2017.	87
2022	87
2035 to 2045.	84
2047 to 2065.	80
2067,2069.	77
2075	76
2081 to 2087.	80
2093 to 2112.	84
2136 to 2146.	80

‡ For Rates, see Section 4, pages 454 to 485, inclusive, of tariff, as amended.

ed to Page 486 of Tariff:

SECTION 4-A - Continued.

The Rate Basis Numbers shown below will only apply between Northern Stations shown on pages 17 to 96, inclusive, of tariff, as amended, taking Index Numbers shown below and Southern Stations on the American arge Line Company, shown on pages 96 to 173, inclusive, of Tariff, as amended.

Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.
N.Y.C.(E)-Conc.		N.Y.C.(W.)-Conc.		P.& A.		P.R.R.-Con.	
2148,2151. . . .	77	5875 to 5885. .	91	5 to 75.	120	1868 to 1894. .	84
2154	75	5890 to 6000. .	92			1906 to 1921. .	80
2164	77	5906	96	P.R.R.		1929,1933. . . .	77
2193,2208. . . .	75	6800 to 6815. .	65	52 to 229. .	125	1935 to 1943. .	80
2214 to 2234. .	73	6820	64	233 to 261. .	122	1946	77
2236,2238. . . .	68	6825 to 6855. .	70	263 to 281. .	120	1955,1962. . . .	80
				297 to 323. .	117		
2240 to 2256. .	70	6865,6870. . . .	73	327,329	113	1983,1989. . . .	77
2262 to 2300. .	75	6895 to 6910. .	70	333,337	117	1994,1996. . . .	77
2307	70	6920 to 6965. .	73			2015	73
2310,2312. . . .	73	6970	67	340 to 432. .	123	2027 to 2037. .	76
2400,2402. . . .	129	7000 to 7030. .	70	441	117	2041 to 2057. .	77
2410 to 2428. .	132	7210 to 7245. .	91	455 to 509. .	120	2062 to 2076. .	80
				514	527		
2456 to 2468. .	132	7250 to 7260. .	87	541 to 550. .	113	2125,2126. . . .	77
2472	128	7270,7275. . . .	85	561	117	2127 to 2132. .	80
2475 to 2505. .	131	7280 to 7290. .	84			2133,2134. . . .	81
2510 to 2523. .	128	7296 to 7306. .	81	569	125	2136 to 2138. .	84
2530	120	7310 to 7335. .	80	577 to 593. .	122	2159 to 2164. .	81
		7340	76	595 to 613. .	120	2166 to 2178. .	80
N.Y.C.(W.S.)				615 to 627. .	122		
1005,3103. . . .	125	N.Y.C.(M.)		632 to 637. .	125	2182	77
1106 to 3145. .	129			640 to 669. .	120	2184	80
1148 to 3151. .	125	13310,13615,13620	96			2205,2209. . . .	77
1154 to 3162. .	129			673	117	2260	77
1186 to 3200. .	125	N.Y.C.& St.L.		679 to 698. .	120	2264	77
1209 to 3269. .	131	5,15.	96	706 to 741. .	117	2266 to 2276. .	80
		20 to 35. .	92	747	117		
3272	129	40 to 47. .	91	750 to 758. .	113	2278 to 2304. .	84
3276 to 3296. .	131	50 to 65. .	88	778 to 863. .	120	2317	87
3298 to 3310. .	129	70,75.	87			2320 to 2332. .	87
3313 to 3323. .	125	90 to 105. .	85	865 to 877. .	122	2333 to 2344. .	84
3330 to 3350. .	122			927 to 932. .	122	2346 to 2356. .	87
3352 to 3369. .	120	120 to 140. .	81	934 to 969. .	125	2371,2373. . . .	80
		145 to 155. .	80	1033 to 1137. .	113		
3385	117			1141 to 1165. .	111	2391	80
3389 to 3393. .	120	N.Y.D.		1169 to 1181. .	113	2399	77
3397	117					2423	77
3401 to 3406. .	117	5 to 15. .	125	1187 to 1209. .	117	2449 to 2481. .	77
3411 to 3424. .	113			1220 to 1250. .	111	2511 to 2519. .	77
3428,3432. . . .	111	N.Y.O.& W.		1260 to 1272. .	108	2531,2535. . . .	77
		1A to 19. .	125	1274 to 1286. .	106		
3435 to 3444. .	111	20 to 30. .	122	1288 to 1294. .	111	2541 to 2567. .	77
3447	108	31 to 39. .	125	1296 to 1306. .	106	2616,2617. . . .	77
3451 to 3480. .	106	40 to 42. .	129			2644 to 2647. .	77
3483 to 3496. .	99	43 to 45. .	122	1308 to 1323. .	111	2672 to 2681. .	77
3498 to 3537. .	96	46 to 48. .	120	1332	108	2692	77
				1346	101	2788,2791. . . .	80
N.Y.C.(B)		49 to 62. .	122	1348	99	2795	80
4001 to 4027. .	153	63 to 67. .	120	1350 to 1360. .	108	2827 to 2847. .	80
4028 to 4030a. .	152	68 to 75. .	117	1362 to 1410. .	106	2849,2851. . . .	77
4031 to 4035. .	153	76 to 79. .	113			2865	75
4036 to 4040. .	152	80 to 88. .	111	1415 to 1461. .	101	2879 to 2891. .	75
4042 to 4061. .	149	89 to 91. .	108	1478,1496. . . .	99	2910 to 2918. .	75
4068,4083 . . .	152			1503 to 1516. .	101		
		92 to 96. .	120	1517 to 1529. .	99	2931,2937. . . .	75
4084	149	97 to 101. .	122	1531	96	2945,2946. . . .	75
4085 to 4088. .	145	102 to 106. .	120	1538	99	2969,2976. . . .	75
4070	145	107,108	117			3061,3063. . . .	73
4071 to 4079. .	143	109	120	1555	96	3084 to 3094. .	75
4080 to 4082. .	139	110 to 122. .	117	1584 to 1641. .	99	3106 to 3142. .	70
4085 to 4090. .	141			1642 to 1645. .	96		
		123 to 126. .	120	1603 to 1639. .	113	3164 to 3259. .	75
4091 to 4096. .	138	127 to 147. .	123	1641 to 1675. .	111	3264 to 3266. .	73
4097 to 4107. .	134	148 to 165. .	120	1677 to 1724. .	108	3277	73
		166	117			3287 to 3290. .	73
N.Y.C.(W.)				1726 to 1745. .	108	3292,3295. . . .	88
5806 to 5815. .	90	N.& B.		1761	99	3296,3377. . . .	70
5820 to 5860. .	81	5,10.	111	1769,1779. . . .	96		
5865 to 5880. .	85	15 to 25. .	113	1783 to 1820. .	95	3398,3400. . . .	70
5865,5880. . . .	87			1822 to 1845. .	81	3418	70
5865,5870. . . .	88			1856	87	3423,3435. . . .	70
				1860 to 1866. .	85	3437 to 3441. .	88

‡ For Rates, see Section 4, pages 454 to 486, inclusive, of tariff, as amended.

Add to Page 486 of Tariff:

SECTION 4-A - Continued.

The Rate Basis Numbers shown below will only apply between Northern Stations shown on pages 17 to 95, inclusive, of tariff, as amended, taking Index Numbers shown below and Southern Stations on the American Barge Line Company shown on pages 96 to 173, inclusive, of tariff, as amended.

Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.
P.R.R.-Con.		P.R.R.-Con.		P.R.R.-Con.		P.R.R.-Con.	
3460 to 3461	66	4758 to 4774	81	6079	92	8318 to 8330	106
3470	69	4781 to 4802	45	6082 to 6094	96	8342	101
3474 to 3490	63	4806 to 4821	41	6097 to 6103	96	8350 to 8359	101
3494	56	4829 to 4940	40	6107 to 6116	99	8422 to 8437	101
3522	73	4945 to 4978	41	6122 to 6153	96	8444 to 8480	101
3526,3530	70	4979 to 4984	45	6175	92	8486	99
3534,3542	70	5020 to 5047	99	6178 to 6202	96	8494,8504	99
3567	70	5061 to 5075	101	6206 to 6246	101	8508 to 8532	99
3573,3576	70	5081 to 5122	106	6248 to 6280	106	8548 to 8560	101
3579	65	5133,5138	106	6298	106	8570,8574	99
3580 to 3613	70	5159 to 5177	101	6304,6311	91	8578	96
3625,3631	73	5187 to 5267	106	6315,6317	86	8582,8592	96
3637,3642	70	5282,5285	101	6319,6322	87	8604 to 8629	99
3667	73	5289,5292	106	6337,6339	88	8650 to 8685	101
3671	65	5302,5305	96	6343	91	8706 to 8746	96
3674,3679	63	5311 to 5326	96	6348,6364	86	8751	96
3692,3700	63	5332 to 5347	91	6356 to 6362	87	8763 to 8780	99
3702 to 3711	58	5362	87	6364	85	8784 to 8849	101
3716 to 3728	55	5365 to 5389	88	6369,6413	85	8857 to 8882	106
3736 to 3744	55	5392	87	6426	84	8888 to 8911	106
3761	51	5406	96	6428 to 6463	81	8917	106
3786	52	5410,5415	96	6465 to 6487	77	8920 to 8966	111
3797 to 3839	51	5420 to 5467	96	6497 to 6506	73	8973 to 8989	106
3844 to 3900	47	5470 to 5496	88	6514,6525	75	8991 to 8994	111
3914,3916	44	5499 to 5516	85	6538,6548	77	20060 to 20125	40
3922	40	5518,5519	96	6568,6570	81	20130 to 20140	41
3928 to 3934	45	5520 to 5529	99	6585 to 6591	85	20155 to 20180	44
3936,3938	48	5530 to 5532	101	6593 to 6611	87	20185,20195	45
3942 to 4041	40	5535	96	6615	87	20220,20225	48
4081,4083	48	5539	96	6621 to 6626	88	21005,21010	44
4097 to 4113	47	5543	92	6631 to 6640	91	21015,21020	45
4115	48	5556 to 5574	91	6642 to 6660	92	21025	47
4121 to 4165	51	5579	91	6662 to 6681	96	21030	48
4169,4170	48	5584 to 5594	88	6705 to 6732	48	21035	51
4173 to 4180	48	5597	87	6735 to 6744	51	21406 to 21610	48
4183 to 4196	52	5616 to 5667	87	6747 to 6762	58	21625 to 21635	52
						23105 to 23120	40
4231	55	5671 to 5687	84	6765 to 6793	62		
4237	52	5690,5694	81	6796	63	23130	37
4249,4255	55	5696 to 5704	84	6805	67	23135 to 23145	40
4259 to 4289	59	5716 to 5730	81	6829	70	23155,23160	41
4336	59	5736,5742	80	6832,6838	73	23165	44
4337 to 4339	62	5748	77	6843	59	23175 to 23190	45
						23195 to 23205	41
4352	62	5763,5765	75	6849 to 6864	63		
4357 to 4439	40	5775,5778	73	6867	59	23210	40
4443	44	5794	80	6873 to 6881	64	23305 to 23335	41
4445 to 4463	45	5827 to 5896	81	6886 to 6920	68	23345 to 23355	45
4469 to 4471	52	5899,5908	84	6931 to 6949	73	23370	47
4483 to 4487	52	5910	84	6961,6964	70	23380	48
						23385	47
4498	47	5914,5918	81	6964 to 6976	75	23396, 23400	51
4501 to 4506	51	5921	80	6978	77		
4510 to 4516	55	5934	81	6982 to 6994	82	P.R.S.L.	
4584 to 4641	56	5945,5954	81	7001 to 7080	113		
4545 to 4586	59	5961	80	7178 to 7190	108	30 to 50	113
4589,4592	55	5969	84	7192 to 7207	106	89 to 89	117
						93	113
4674 to 4803	58	5991	80	7404 to 7430	113	96 to 111	117
4815	55	6003,6012	85	7432 to 7444	117	115 to 135	117
4819,4821	58	6021 to 6027	87	7453 to 7513	113	139	113
4825 to 4845	59	6033 to 6039	88	7516	111		
4849 to 4858	55	6042 to 6061	87	7521 to 7527	113	141 to 171	120
4861	48	6068	84	7531 to 7582	111	179	122
						181 to 197	120
4888 to 4725	51	6064	88	8264 to 8308	106	200,215	122
4729,4733	45	6080 to 6072	91	8306 to 8315	101	217 to 225	120

‡ For Rates, see Section 4 pages 454 to 486, inclusive, of tariff, as amended.

...s to Page 486 of Tariff:

SECTION 4-A - Continued.

The Rate Basis Numbers shown below will only apply between Northern Stations shown on pages 17 to 95, inclusive, of tariff, as amended, taking Index Numbers shown below and Southern Stations on the American ...rge Line Company shown on pages 96 to 173, inclusive, of tariff, as amended).

Northern Stations Index Nos.	†Apply Rate Basis Nos.	Northern Stations Index Nos.	†Apply Rate Basis Nos.	Northern Stations Index Nos.	†Apply Rate Basis Nos.	Northern Stations Index Nos.	†Apply Rate Basis Nos.
P.R.S.L.-Conc.		P.S.& N.		Read.-Conc.		S.I.R.T.	
231 to 243.	122	5	101	333a to 353.	117	5	122
247 to 281.	120	10 to 20.	101	354 to A363.	120	20 to 185.	125
287 to 291.	122	25	99	363a	122		
297 to 301.	125	45 to 55.	101	363b to 363d	125	S.R.R.	
306	120	70 to 110.	99	364 to 368.	108	10 to 40.	108
307 to 313.	122	115,117	96	369 to 378.	106		
						U.V.	
315	120	120 to 160.	96	379	101	10 to 35.	122
321 to 337.	125	155 to 170.	91	384 to 386.	113	40 to 75.	120
349 to 373.	117	200	91	387	101	95,100	122
379,381	120	215	91	390 to 392.	108		
385	120	237	91	394 to 411.	111	Wab.	
429 to 449.	117	240 to 255.	88	413 to 415.	106		
				416,417	101	5,15.	96
451 to 469.	120	260,265	87				
472,473	120	270,285	85	C.R.R.		W.A.	
477 to 487.	122	310,325	84	418 to 425.	101		
511	125	370,388	80			72 to 115.	55
517 to 539.	122	406	77	Read.-Con.		120 to 130.	83
543 to 610.	125	440,442	75				
620 to 624.	129			426,427	99	W.Md.	
		445,450	80	428 to 443.	101		
P.M.		465 to 490.	77	444,445	99	126 to 137.	96
		496,525	75	446 to 451a	108	141 to 150.	99
3515 to 3525.	98			452 to 457.	106	167,170	96
		P.R.C.		458,459	101	465 to 497.	106
P.& L.E.						510	101
		5 to 45.	106	460 to 469.	101	512,514	106
285 to 440.	37			470	99		
455 to 480.	45	R.V.		470a to 481.	101	515 to 536.	101
496 to 510.	47			482	96	537 to 544.	99
525,530	51	5 to 15.	125	483 to 488.	99		
535 to 545.	51	20 to 30.	122	489 to 492.	96	Win.	
560 to 590.	52						
		R.R.		493,494	95	5 to 20.	48
610 to 650.	55	10 to 240.	122	496 to 499.	106		
683,695	55			500 to 503.	108	B.& M.	
720 to 730.	40	Read.		504 to 510.	101		
740,745	44			511 to 513a.	99	1 to 9.	153
750 to 780.	45	2 to 19.	113	513b to 513g.	101	10 to 18.	157
785 to 800.	47	20 to 26.	111			19	153
		27 to 46.	108	514 to 518.	99	21 to 43.	157
805	48	47 to 52.	106	519	96	44	153
815 to 885.	51	54 to 78.	113	520 to 524.	95	45 to 51.	157
905,911	55	79 to 87.	111	526	92		
				527,528	95	52 to 54.	153
P.& S.		88 to 95.	113	529,530	91	55 to 63.	157
		98 to 104.	111			64 to 70.	153
1A to 20.	73	104b to 108.	108	532	111	72	157
21 to 33.	68	109 to 114.	106	533 to 566.	113	74 to 78.	153
36 to 43.	64	115 to 123.	101	568 to 583.	117	79	157
57	59	124 to 131.	99	584 to 602.	101		
59,60.	56			606 to 614.	108	80 to 93.	153
63 to 69.	56	133	108	615 to 618.	111	94 to 106.	157
		134 to 148.	111			113 to 117.	157
70A to 83.	51	149 to 155.	106	619 to 633.	108	123	157
		156 to 158a.	108	634 to 642.	111	144 to 150.	157
P.& W.V.		160 to 174.	106	643	113	168	153
		176 to 196.	111	659a	113		
85 to 135.	47			659b	117	169,170	155
140 to 150.	41	199 to 206.	106	660	113	171,172	153
155 to 170.	40	208 to 212.	101			173 to 178.	149
175 to 206.	37	214 to 216.	99	S.& T.		177 to 180.	157
250 to 460.	40	217 to 233.	106			181,182	153
525	47	234,235	101	10 to 60.	85	254 to 256.	157
535	48	238a to 291.	113				
560	55					404	153
		292 to 300.	117	B.B.		406	157
P.C.& Y.		301 to 308.	113			413 to 416.	157
		309 to 322.	116	25 to 50.	125	420,421	153
5 to 110.	40	323 to 331.	120			422 to 439.	153
		331a to 333.	113			440	149

† For Rates, see Section 4, pages 464 to 486, inclusive, of Tariff, as amended.

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SECTION 4-A - Continued.

The Rate Basis Numbers shown below will only apply between Northern Stations shown on Pages 17 to T inclusive, of tariff, as amended, taking Index Numbers shown below and Southern Stations on the Americ Barge Line Company shown on pages 96 to 173, inclusive, of Tariff, as amended.

Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.	Northern Stations Index Nos.	‡Apply Rate Basis Nos.
B.& M.-Conc.		G.& U.		N.Y.N.H.& H.-Con.		N.Y.N.H.& H.-Conc.	
441 to 445.	153	5250 to 5270.	155	1030	145	3960 to 3975.	14
447 to 453.	149			1060 to 1070.	143	3980 to 4070.	14
455 to 459.	145	G.T.-E.		1075,1080.	140	4075 to 4425.	13
460 to 468.	143			1095	143	4455,4460.	14
469 to 472.	141	68,69.	143	1125,1130.	140	4565,4575.	14
475 to 477.	136	70	140	1135 to 1185.	145	4630 to 4640.	13
		Mos.V.					
479 to 480.	136			1210 to 1230.	140	4740,4765.	13
482 to 488.	134	6000	153	1235 to 1300.	146	4975 to 5020.	13
490	131			1315 to 1505.	143	5025 to 5060.	13
491 to 493.	134	Nar.P.		1510 to 1565.	152	5090 to 5140.	13
494	136			1585 to 1600.	155	5145,5150.	13
495,496	134	5500 to 5515.	154	1615 to 1625.	153		
						Rut.	
497	140	N.Y.N.H.& H.		1645 to 1670.	149		
498 to 502.	131			1675 to 1700.	152	5	13
503 to 511.	145	70 to 135.	125	1705 to 2120.	153	10 to 20.	13
512 to 520.	149	150 to 335.	134	2125 to 2160.	155	25 to 35.	14
529 to 535.	145	350 to 405.	136	2165 to 3105.	153	40	14
		425,430	141	3120 to 3190.	164	45,50.	14
C.Vt.		455	136			55,60.	14
		460	134	3205	153		
50 to 95.	143			3220 to 3325.	164	65,70.	14
100 to 145.	145	464 to 471.	140	3340 to 3365.	157	80 to 105.	15
150 to 190.	149	480 to 625.	136	3370 to 3385.	153	110 to 120.	15
195,200	145	640,645	140	3405	152	465 to 535.	13
205 to 220.	149	660 to 790.	141	3410 to 3860.	153	540	13
230 to 240.	145	805 to 815.	140				
730	156	820	141	3875,3880.	141		
				3895 to 3910.	143		
F.R.		835 to 945.	143	3915,3920.	140		
		960 to 985.	145	3940 to 3955.	145		
5	153	990 to 993.	147				

EXPLANATION OF GATEWAY NUMBERS

(R) Item No. 1845A Cancels Item No. 1845

No.	Gateways
1	Hagerstown Junction,Md.
2	Hagerstown,Md.
3	Norfolk,Va.
4	Pinners Point,Va.
5	Port Norfolk,Va.
6	Portsmouth,Va.
7	Potomac Yard,Va.
8	Richmond,Va.
8A	Doswell,Va.
9	Shenandoah Jct.,W.Va.
10	Strasburg Junction,Va.
11	Brooksport,Ill.
12	Cairo,Ill.
12A	Flinton,Ill.
12B	Kellogg,Ill.
13	Cincinnati,Ohio
14	Covington,Ky.
15	East St.Louis,Ill.
16	Evansville,Ind.
17	Gale,Ill.
18	Jeffersonville,Ind.
19	Deepwater Bridge,W.Va. and Kenova,W.Va.
19A	Deepwater Bridge,W.Va. and Huntington,W.Va.
20	Lexington,Ky.
21	Deepwater Bridge,W.Va. and Louisville,Ky.
22	Louisville,Ky.
23	Metropolis,Ill.
24	Mounds,Ill.
25	New Albany,Ind.
26	Newport,Ky.
27	Owensboro,Ky.
28	Paducah,Ky.
29	Thebes,Ill.
30	Thebes Transfer,Ill.
31	Winchester,Ky.

‡ For Rates, see Section 4, pages 454 to 485, inclusive, of Tariff, as amended.

1902

SUBJECT, EXCEPT AS OTHERWISE PROVIDED HEREIN, TO TARIFF OF INCREASED RATES AND CHARGES No. X-148, AGENT W. S. CURLETT'S I. C. C. No. A-762, MF-I. C. C. No. A-34, C. T. C. No. A-496, AGENT I. N. DOE'S I. C. C. No. 484, MF-I. C. C. No. 53, C. T. C. No. 380 AND AGENT L. E. KIPP'S I. C. C. No. A-3386, MF-I. C. C. No. A-117, C. T. C. No. A-890, SUPPLEMENTS THERETO OR SUCCESSIVE ISSUES THEREOF. See Note below.

Note.—The operation of the provisions referring to this note as to rates or charges published in this supplement is suspended to the effective dates of such rates or charges (but not before May 15, 1943 as to rates or charges shown herein as reissued effective prior to May 15, 1943) until January 1, 1946, except as otherwise provided in Item No. R-148, and will become operative January 1, 1946.

The form of this publication is authorized by special permission of the Interstate Commerce Commission, No. 18886 of April 24, 1943, as amended.

SUPPLEMENT No. 42
To
C.T.C. No. A-512, W. S. Curlett, Agent.
C.T.C. No. 404. I. N. Doe, Agent.
C.T.C. No. A-904, L. E. Kipp, Agent.

SUPPLEMENT No. 42
To
I.C.C. No. A-767. W. S. Curlett, Agent.
I.C.C. No. 479. I. N. Doe, Agent.
I.C.C. No. A-3449, L. E. Kipp, Agent.
MF-I. C. C. No. A-38, W. S. Curlett, Agent.
MF-I. C. C. No. 57. I. N. Doe, Agent.
MF-I. C. C. No. A-140, L. E. Kipp, Agent.

Supplements Nos. ◈8, ◈10, 29, 30, Ø31, 35, 36, 40, 41 and 42 contain all changes.

◈ Suspension Notice—Ex Parte 148, reopened.
Ø Postponement Supplement—Ex Parte 148, reopened.

W. S. CURLETT, I. N. DOE and L. E. KIPP, Agents

TRUNK LINE TARIFF BUREAU

SUPPLEMENT No. 42
To

FREIGHT TARIFF No. 107-C

JOINT, PROPORTIONAL, EXPORT, IMPORT, INTERCOASTAL, COASTWISE, ALL-RAIL AND RAIL-OCEAN-AND-RAIL

CLASS RATES

BETWEEN Eastern Stations In			AND Western Stations In	
CONNECTICUT	MASSACHUSETTS	PENNSYLVANIA	COLORADO	MONTANA
DELAWARE	NEW BRUNSWICK	RHODE ISLAND	IDAHO	NEBRASKA
DISTRICT OF COLUMBIA	NEW HAMPSHIRE	TENNESSEE	IOWA	NORTH DAKOTA
KENTUCKY	NEW JERSEY	VERMONT	KANSAS	ONTARIO
MAINE	NEW YORK	VIRGINIA	MICHIGAN (Upper Peninsula)	SOUTH DAKOTA
MARYLAND	NORTH CAROLINA	WEST VIRGINIA	MINNESOTA	UTAH
			MISSOURI	WISCONSIN
				WYOMING
Named on pages 11 to 98 of tariff, as amended			Named on pages 99 to 186 of tariff, as amended	

ALSO
Basis for rates between stations in Eastern States named above and stations in Canada (as provided in Item No. 46 of Tariff, as amended)
Including Basis for Rates to United States and Canadian Ports for Export and Intercoastal Traffic as provided in Section 4 of Tariff, as amended

AND

COMMODITY RATES

AS PROVIDED IN SECTION 8 OF TARIFF, AS AMENDED

ALSO
JOINT RAIL-MOTOR RATES FROM OR TO POINTS SERVED BY CHICAGO AND NORTH WESTERN RAILWAY COMPANY (M. V. O.) AND MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY (M. V. S.)

ALSO
PROVISIONS FOR SUBSTITUTION OF MOTOR CARRIER SERVICE AS PROVIDED IN ITEM No. 95, PAGE 196 OF TARIFF

In connection with Participating Carriers shown on pages 5 to 10 of Tariff, pages 2 to 7 of Supplement No. 29, page 3 of Supplement No. 30, page 2 of Supplement No. 35 and page 2 of Supplement No. 40.

Governed by Classifications and Exceptions thereto as indicated in Items Nos. 5 and 8½, page 191 of Tariff, as amended also by Exceptions to Official Classification published in tariffs listed in Item No. 460, page 207 of Tariff.

ISSUED NOVEMBER 29, 1945 — EFFECTIVE JANUARY 1, 1946

Issued in compliance with Order of the Interstate Commerce Commission in Docket No. 28300 of May 15, 1945, as amended. The form of this publication is authorized by Special Permission of the Interstate Commerce Commission No. 26345 of September 17, 1945.

Authority Interstate Commerce Commission Fourth Section Order No. 15419 of October 19, 1945.

Issued by

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RECEIVED
Month | Day | Year

W. S. CURLETT, Agent,
143 Liberty Street,
New York 6, N. Y.
(71533)

1903

PRINTED IN U. S. A.

Change on Title Page of Tariff, as amended:

Governed by Classifications and Exceptions thereto as indicated in Items Nos. 5 and 5½, page 191 of Tariff, as amended, s
Exceptions to Official Classification published in tariffs listed in Item No. 460, page 207 of Tariff.

EXPLANATION OF NOTES.

Change on Page 188 of Tariff, and page 2 of Supplement No. 35:

Note 3.—Class Rates published in Sections 1, 1-A, 2, 2-A, 3, 3-A, 4, 4-A, 5, 5-A of Tariff, and as amended, to or from D
Minn. (Note A) (except as otherwise provided), will also apply to or from Armstrong, Fort William, Port Arthur and West Fort Wi
Ont., on traffic to or from Fort Frances, Dryden, Superior Jct., Ont., and points west thereof in Canada.

Class Rates to or from Armstrong, Fort William, Port Arthur and West Fort William, Ont., locally, will be made by add
following arbitraries to the rates published to or from Duluth, Minn.

These rates are competitive and will not apply to or from intermediate points in Canada.

CLASSES

(In Cents per 100 Pounds)

Governed by Official Classification but Not governed by Exceptions thereto
(RA 90417)

	1 or 100 to 86	2 or 85 to 71	3 or 70 to 56	R26 or 55 to 51	4 or 50 to 41	5 or 40 to 31	6 or 30 to 13
	25	22	18	14	13	9	6½

ROUTING.

Routes TO Armstrong, Fort William, Port Arthur and West Fort William, Ont., from Eastern stations shown on page 11
of Tariff, and as amended, will be as provided for in Items Nos. 9000 to 9070 of Tariff, and as amended.

Routes FROM Armstrong, Fort William, Port Arthur and West Fort William, Ont., to Eastern stations shown on page 11
of Tariff, and as amended, routes will apply as follows:

From Armstrong, Ont. (CNRys) will be via CNRys or via CNRys Cochrane, Ont., Tem&NO, thence routes from N
Bay, Ont., authorized in CNRys Routing Guide No. G-10, I. C. C. No. E-395, C. T. C. No. E-2068.

From CNRys stations Fort William, Port Arthur and West Fort William, Ont., will be via CNRys, thence routes from N
Bay, Ont., authorized in CNRys Routing Guide No. G-10, I. C. C. No. E-395, C. T. C. No. E-2068.

From CPRys stations Fort William, Port Arthur and West Fort William, Ont., will be via CPRys, thence routes from
bury, Ont., authorized in CPRys Routing Guide No. E-2901, I. C. C. No. E-2502, C. T. C. No. E-4703.

Note A.—Rates published in Sections 1, 1-A, 2, 2-A, 3, 3-A, 4, 4-A, 5, 5-A of Tariff applicable to or from Duluth, Minn., for
cation to or from Armstrong, Fort William, Port Arthur, and West Fort William, Ont., on traffic destined to points beyond in Ca
are governed by Official Classification and Exceptions thereto. (Rates in Sections 1½, 1½-A, 2½, 2½-A will not apply.)

APPLICATION OF RATES.

m No. 8D Cancels Item No. 8C.

APPLICATION OF GOVERNING CLASSIFICATION AND EXCEPTIONS THERETO.

Applicable only to Rates Published in Sections 3, 4, 5 and 8 of Tariff, as amended. (See Item 8½ of Tariff, as amended, for Application Governing Sections 1, 1½, 2 and 2½.)

Except as otherwise specifically provided, rates shown in this Tariff, and as amended, are governed by Classification and Exceptions hereto as provided below or as provided in Item No. 5½ of Tariff, as amended.

FROM	TO	GOVERNED BY (See Exceptions 1 to 7 herein)
	Iowa (points named in Note B). Michigan (Upper Peninsula). Minnesota (points named in Note A). Wisconsin.	Official Classification and Exceptions thereto as published in Agent W. S. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C. No. A-837, Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C. No. 434.
stern Stations shown on pages 11 to 98 of Tariff, and as amended.	Colorado (except stations named in Note C and D&SL Stations Index Nos. 187 to 280). Iowa (except points in Note B). Kansas. Minnesota (except points named in Note A). Missouri. Nebraska. North Dakota. South Dakota. Wyoming (except stations named in Note C).	Western Classification and Exceptions thereto as provided in Section 1 and Section 2 (Column A) of Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925, Agent W. S. Curlett's I. C. C. No. A-798, C. T. C. No. A-538, Agent I. N. Doe's I. C. C. No. 508, C. T. C. No. 427.
olorado (except stations in Note C and except D&SL Stations Index Nos. 187 to 280). wa. nsas. ichigan (Upper Peninsula). nnesota. ssouri. braska. rth Dakota. uth Dakota. sconsin. yoming (except stations in Note C).	Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	Official Classification and Exceptions thereto as published in Agent B. T. Jones' Tariff No. 545-I, I. C. C. No. 3768, C. T. C. No. 1851, Agent L. E. Kipp's I. C. C. No. A-3465.
stern Stations shown on pages 11 to 98 of Tariff, and as amended.	Colorado, stations in Note C and D&SL Stations Index Nos. 187 to 280. Utah. Wyoming (Stations in Note C).	Western Classification. (See Exceptions 3 and 5.)
olorado Stations in Note C and D&SL Stations Index Nos. 187 to 280. tah. yoming (stations in Note C.)	Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	Official Classification. (See Exceptions 4 and 6.)

Exception 1.

For governing Classifications and exceptions thereto applicable to minimum charges in Sections Nos. 3-A, 4-A, 5-A, see application ovided in those sections.

Exception 2.

Arbitraries named in Section 6 of this Tariff are governed by Western Classification and Exceptions thereto as published in Section 2 Column A), Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925.

Exception 3.

From Eastern Stations named on pages 11 to 98 of Tariff, and as amended, to stations in Wyoming west of Cheyenne, Wyo., on he Union Pacific R. R., rates are governed by Western Classification and Exceptions thereto as published in Item No. 2640 of Agent . E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925.

Exception 4.

From stations in Colorado and Wyoming shown in Note C to Eastern Stations named on pages 11 to 98 of Tariff, and as amended, ates are also governed by exceptions to Official Classification published in Item No. 2600 of Agent B. T. Jones' Tariff No. 545-I, I. C. C. o. 3768, C. T. C. No. 1851.

(R. A. 88979.) (File N-2834.)

Exception 5.

From Eastern Stations named on pages 11 to 98 of Tariff, and as amended, to stations in Colorado and Wyoming shown in Note C, d stations in Utah, rates are also governed by Western Classification and Exceptions thereto on Blasting Caps or Electric Blasting Caps, I. C. L., as published in Item No. 2010 of Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925.

Exception 6.

From Stations in Colorado and Wyoming shown in Note C, also stations in Utah to Eastern Stations named on pages 11 to 98 of Tariff, and as amended, rates are governed by exceptions to Official Classification, on Blasting Caps or Electric Blasting Caps as published n Item No. 4910 of Agent B. T. Jones' Tariff No. 545-I, I. C. C. No. 3768, C. T. C. No. 1851.

(R. A. 89606.) (File 76744.)

Exception 7.

See Note 3 of Tariff, as amended.

For Explanation of Notes A to C, see Item No. 8 of Tariff.

Item No. 8½ (New).

APPLICATION OF RATES Continued.

APPLICATION OF GOVERNING CLASSIFICATION AND EXCEPTIONS THERETO.

Applicable only to Rates Published in Sections 1, 1½, 2 and 2½ of Tariff, as amended.

(See Item No. 8 of Tariff, as amended for application governing Sections 3, 4, 5 and 8.)

Except as otherwise specifically provided, rates shown in this Tariff, and as amended, are governed by Classification and Exceptions thereto as provided below or as provided in Item No. 5:

FROM	TO	GOVERNED BY (See Exceptions 1 to 7 herein)
	Iowa (points named in Note B). Michigan (Upper Peninsula). Minnesota (points named in Note A). Wisconsin.	Rates in Sections Nos. 1 and 2 are governed by Exceptions to Official Classification as published in Agent W. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C. No. A-537, Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C. No. 434. (Note D.) Rates in Sections Nos. 1½ and 2½ are governed by Official Classification. (Note E.)
Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	Colorado (except stations named in Note C and D&SL Stations Index Nos. 187 to 280). Iowa (except points in Note B). Kansas. Minnesota (except points named in Note A). Missouri. Nebraska. North Dakota. South Dakota. Wyoming (except stations named in Note C.)	(a) Rates in Sections Nos. 1 and 2 are governed by Exceptions to Western Classification as provided in Section 1 and Section 2 (Column A) of Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925, Agent W. S. Curlett's I. C. C. No. A-798, C. T. C. No. A-538, Agent I. N. Doe's I. C. C. No. 505, C. T. C. No. 4[illegible] (Note D.) (b) To stations in Wyoming taking other than Cheyenne, Wyo. Basis, rates in Sections 1 and 2 are also governed by Western Classification. Rates in Sections Nos. 1½ and 2½ are governed by Western Classification. (Note E.)
Colorado (except stations in Note C and except D&SL Stations Index Nos. 187 to 280). Iowa. Kansas. Michigan (Upper Peninsula). Minnesota. Missouri. Nebraska. North Dakota. South Dakota. Wisconsin. Wyoming (except stations in Note C).	Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	(a) Rates in Section No. 1 are governed by Exceptions to Official Classification as published in Agent B. T. Jones' Tariff No. 545-I, I. C. C. No. 3768, C. T. C. No. 18[illegible] Agent L. E. Kipp's I. C. C. No. A-3465. (Note D.) (b) From stations in Wyoming taking other than Cheyenne, Wyo. basis, rates in Section 1 are also governed by Official Classification. Rates in Section No. 1½ are governed by Official Classification. (Note E.)
Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	Colorado, stations in Note C and D&SL Stations Index Nos. 187 to 280. Utah. Wyoming (Stations in Note C).	Rates in Sections Nos. 1 and 2 are governed by Western Classification. (See Exceptions 3 and 5.)
Colorado Stations in Note C and D&SL Stations Index Nos. 187 to 280. Utah. Wyoming (stations in Note C).	Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	Rates in Sections Nos. 1 and 2 are governed by Official Classification. (See Exceptions 4 and 6.)
Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	Idaho. Montana.	Rates in Sections Nos. 1 and 2 are governed by Western Classification, also Exceptions thereto to the extent specified in Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925, Agent W. S. Curlett's I. C. C. No. A-798, C. T. C. No. A-538, Agent I. N. Doe's I. C. C. No. 506, C. T. C. No. 427.
Idaho (Exception 6). Montana.	Eastern Stations shown on pages 11 to 98 of Tariff, and as amended.	

Exception 1.

For governing Classifications and Exceptions thereto applicable to minimum charges in Sections Nos. 1-A, 1½-A, 1-B, 1½-B, 1-2-A and 2½-A, see application provided in those sections.

Exception 2.

Arbitraries named in Section 6 of this Tariff are governed by Western Classification and Exceptions thereto as published in Section 2 (Column A), Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925.

Exception 3.

From Eastern Stations named on pages 11 to 98 of Tariff, and as amended, to stations in Wyoming west of Cheyenne, Wyo., the Union Pacific R. R., rates are governed by Western Classification and Exceptions thereto as published in Item No. 2640 of Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925.

Exception 4.

From stations in Colorado and Wyoming shown in Note C to Eastern Stations named on pages 11 to 98 of Tariff, and as amended, rates are also governed by exceptions to Official Classification published in Item No. 2600 of Agent B. T. Jones' Tariff No. 545-I, I. C. C. No. 3768, C. T. C. No. 1851. (R. A. 88979.) (File N-2834.)

Exception 5.

From Eastern Stations named on pages 11 to 98 of Tariff, and as amended, to stations in Colorado and Wyoming shown in Note C, also stations in Utah, rates are also governed by Western Classification and Exceptions thereto on Blasting Caps or Electric Blasting Caps, L. C. L., as published in Item No. 2010 of Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925.

Exception 6.

From Stations in Colorado and Wyoming shown in Note C, also stations in Utah and Idaho to Eastern Stations named on pages 11 to 98 of Tariff, and as amended, rates are governed by exceptions to Official Classification, on Blasting Caps or Electric Blasting Caps as published in Item No. 1910 of Agent B. T. Jones' Tariff No. 545-I, I. C. C. No. 3768, C. T. C. No. 1851. (R. A. 89006.) (File 76744.)

Exception 7.

See Note 3 of Tariff, as amended.

For Explanation of Notes A to C, see Item No. 6 of Tariff. For Explanation of Notes D and E, see Item No. 6½ of Tariff, as amended.

APPLICATION OF RATES—Concluded.

Add to page 192 of Tariff, as amended:

Item No. 6½ (New) EXPLANATION OF NOTES D AND E REFERRED TO IN ITEM No. 6½ OF TARIFF.

Note D.—Where reference is made to this note rates in Sections Nos. 1 and 2 will apply only where applicable rating is published in Exceptions to the Governing Classification, subject to applicable rules and other provisions in Exceptions to the Governing Classification and to applicable rules and other provisions, except ratings, in governing classification, except that:

Rates in Sections Nos. 1 and 2 will also apply:

1. Where the applicable rating is published in the governing classification and the applicable carload minimum weight is published in Exceptions to the Governing Classification.

2. Rates in Sections 1 and 2 will also apply, subject to governing Classification and governing Exceptions to Classification, where reference is made to this tariff in tariffs naming commodity rates for alternation of such commodity rates with class rates named in this tariff.

Rates in Sections 1 and 2 will also apply, subject to governing Classification, when tariffs naming Exceptions to Classification provide for alternation of ratings therein with ratings in governing Classification.

3 (Applicable to all western stations, except stations on the Soo Ry.) Rates in Section 2 will also apply subject to Governing Classification and governing Exceptions to Classification.

Note E.—Where reference is made to this note rates in Sections Nos. 1½ and 2½ will apply only where applicable rating is published in the governing classification, subject to applicable rules and other provisions in the governing classification and to applicable rules and other provisions, except ratings, in Exceptions to Governing Classification, except that:

Rates in Sections Nos. 1½ and 2½ will NOT apply:

1. Where the applicable rating is published in the governing classification and the applicable carload minimum weight is published in Exceptions to the Governing Classification. Rates in Sections Nos. 1 and 2 will apply.

2. Rates named in Sections 1½ and 2½ do not alternate with commodity rates published in other tariffs nor with class rates determined by ratings published in other tariffs as Exceptions to Classifications. Any provisions for alternation of such rates or ratings with class rates in this tariff will not apply in connection with rates in Sections 1½ or 2½ (see Sections 1 or 2 for class rates to apply for alternative purposes).

Amend page 221 of Tariff, as amended:

SECTION 1

ALL RAIL STANDARD RATES

Subject to the provisions of Item 5½ of tariff, as amended.

See Section 1½ of tariff, as amended, for additional all rail standard rates, subject to the provisions of Item No. 5½ of tariff, as amended.

(a) If the charge accruing under Sections 1-A, 1½-A, 1-B, 1½-B or 1-C of this tariff, is higher than the charge accruing under this Section, on the same shipment via the same route, the charge accruing under Sections 1-A, 1½-A, 1-B, 1½-B or 1-C of this tariff will apply.

(b) If the charge accruing under the provisions of Section 6 of this tariff, is lower than the charge accruing under this Section on the same shipment via the same route, the charge accruing under Section 6 of this tariff, will apply, except as provided in paragraph

The rates in this Section are subject to maximum application of rates as provided in Section 7 of this tariff.

Note.—Except as otherwise provided in Section 3 of this tariff, rates published in this Section will not apply via rail-cum routes.

1908

Supplement No. 43—Freight Tariff No. 107-C.

Change headings on pages 223 to 266 of Tariff, as amended, now reading:

SECTION 1.

(For Governing Classification and Exceptions thereto, see Item No. 5, page 191.)

To read:

SECTION 1.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191.)

Amend pages 223 to 266 of Tariff, as amended:

SECTION 1.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 96, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For rates, see pages 267 to 340 of Tariff, as amended.)

	Albany, N. Y.	Altoona, Pa.	Atlantic City, N. J.	Baltimore, Md.	Bangor, Me.	Batavia, N. Y.	Bellefonte, Pa.	Berwick, Pa.	Bluefield, W. Va.	Bluefield A., W. Va.	Bluemont, Va.	Boston, Mass.	Bridgeton, N. J.	Bristol, Va.	Calais, Me.	Cape Charles, Va.	Caribou, Me.	Clearfield, Pa.	Connellsville, Pa.	Covington, Va.
WYOMING																				
Keeline (Note A)	365	340	378	366	409	334	344	359	342	342	372	387	376	370	422	386	471	340	333	345
New Castle (Note B)	367	343	382	369	411	338	348	361	347	347	374	387	380	372	425	389	473	343	336	352
Wendover (Note C)	367	341	380	364	411	338	345	360	340	ϕ	370	389	377	ϕ	425	384	473	341	333	342

BETWEEN Eastern Stations shown on pages 11 to 96, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For rates, see pages 267 to 340 of Tariff, as amended).

	Croghan, N. Y.	Cumberland, Md.	Driftwood, Pa.	Easton, Pa.	Elkins, W. Va.	Elkton, Va.	Endeavor, Pa.	Erwin, W. Va.	Franklin City, Va.	Frederick, Md.	Geneva, N. Y.	Glens Falls, N. Y.	Gloversville, N. Y.	Grafton, Mass.	Grafton, W. Va.	Greenwood, Del.	Hagerstown, Md.	Harrisburg, Pa.	Hendricks, W. Va.	Elkins, W. Va.
Keeline (Note A)	369	344	342	370	344	355	344	347	386	361	342	375	373	389	333	378	355	356	347	345
New Castle (Note B)	372	349	343	373	349	359	349	351	388	363	345	377	376	392	338	382	358	360	351	347
Wendover (Note C)	372	344	343	371	342	353	347	347	384	359	345	377	376	392	331	380	353	358	344	346

BETWEEN Eastern Stations shown on pages 11 to 96, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For rates, see pages 267 to 340 of Tariff, as amended.)

	Houlton, Me.	Hudson, N. Y.	Johnsonburg, Pa.	Johnstown, Pa.	Levittown, Pa.	Ligonier, Pa.	Long Branch, N. J.	Lynchburg, Va.	Madawaska, Me.	Malone, N. Y.	Marion, Va.	Mars Hill, Me.	Mayfield, W. Va.	Middletown, N. Y.	Milford, Va.	Minoa, N. Y.	Montauk, N. Y.	New York, N. Y.	Norfolk, Va.	Norton, Va.	Oakfield, Me.
Keeline (Note A)	453	372	336	338	349	340	378	361	476	366	362	463	355	377	361	385	400	377	381	351	444
New Castle (Note B)	455	374	340	341	353	342	382	364	479	370	366	466	360	375	363	386	402	378	384	356	447
Wendover (Note C)	455	374	338	338	350	340	380	359	479	370	ϕ	465	353	378	359	386	402	378	378	ϕ	447

ϕ For rates to apply, see Agent L. E. Kipp's Tariff No. 385, I. C. C. No. A-3020.

Note A.—For additional Rate Basis Numbers applicable from or to C&NWRy stations taking Index Nos. 7775 to 7785, inc., see Section 1½.

Note B.—For additional Rate Basis Numbers applicable from or to CB&QRR stations taking Index Nos. 8165 to 8175, inc., see Section 1½.

Note C.—For additional Rate Basis Numbers applicable from or to CB&QRR stations taking Index Nos. 9515 to 9585, inc., and U. P stations taking Index Nos. 1194 to 1218, inc., see Section 1½.

1909

Supplement No. 43—Freight Tariff No. 107-C.

Change headings on pages 223 to 266 of Tariff, as amended, now reading:

SECTION 1.
(For Governing Classification and Exceptions thereto, see Item No. 5, page 191.)

To read:

SECTION 1.
(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191.)

Amend pages 223 to 266 of Tariff, as amended:

SECTION 1.
(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 188, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For rates, see pages 267 to 340 of Tariff, as amended.)

	Ogdensburg N. Y.	Olean N. Y.	Oneonta N. Y.	Patchogue N. Y.	Petersburg W. Va.	Philadelphia Pa.	Piercefield N. Y.	Pig Point Va.	Pittsfield Mass.	Port Jervis N. Y.	Portland Me.	Pottsville Pa.	Poughkeepsie N. Y.	Punxsutawney Pa.	Reading Pa.	Richmond Va.	Richwood W. Va.	Roanoke Va.	Roanoke A Va.	Rochester N. Y.
WYOMING																				
Keeline (Note A)	365	334	360	389	356	370	365	392	372	372	395	363	377	334	363	372	349	354	354	38
New Castle (Note B)	369	340	363	391	359	373	369	393	374	372	397	366	375	333	366	375	353	359	359	41
Wendover (Note C)	369	338	363	391	354	371	369	387	374	373	397	364	378	336	364	370	347	352	#	41

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For rates, see pages 267 to 340 of Tariff, as amended.)

	Rockwood Pa.	Schoharie N. Y.	Schuyler Va.	Scranton Pa.	Springfield Mass.	Syracuse N. Y.	Taylors Valley Va.	Trenton N. J.	Tuckerdale N. C.	Utica N. Y.	Watertown N. Y.	Wellsville N. Y.	West Jefferson N. C.	West Point Va.	White Top Va.	Williamsport Pa.	Williamson W. Va.	Wyndham Va.
Keeline (Note A)	338	384	385	363	378	345	376	374	385	352	355	338	388	377	381	348	332	37
New Castle (Note B)	341	386	388	363	381	349	381	375	389	355	359	344	393	381	385	353	337	37
Wendover (Note C)	338	386	383	364	381	349	#	375	#	355	359	341	#	375	#	349	330	37

Change headings on pages 267 to 308 of Tariff, as amended, now reading:

SECTION 1.
TABLE OF RATES.
Governed by OFFICIAL Classification and Exceptions Thereto.
(In Cents per 100 Pounds.)

To read:

SECTION 1.
TABLE OF RATES.
Governed by OFFICIAL Classification or Exceptions Thereto as Provided in Item No. 5½ of Tariff, as Amended.
(In Cents per 100 Pounds.)

Change headings on pages 309 to 347 of Tariff, as amended, now reading:

SECTION 1.
TABLE OF RATES.
Governed by WESTERN Classification and Exceptions Thereto.
(In Cents per 100 Pounds.)

To read:

SECTION 1.
TABLE OF RATES.
Governed by WESTERN Classification or Exceptions Thereto as Provided in Item No. 5½ of Tariff, as Amended.
(In Cents per 100 Pounds.)

For rates to apply, see Agent L. E. Kipp's Tariff No. 385, I. C. C. No. A-3020.

Note A.—For additional Rate Basis Numbers applicable from or to C&NWRy stations taking Index Nos. 7775 to 7785, inc., see Section 1½.

Note B.—For additional Rate Basis Numbers applicable from or to CB&QRR stations taking Index Nos. 8165 to 8175, inc., see Section 1½.

Note C.—For additional Rate Basis Numbers applicable from or to CB&QRR stations taking Index Nos. 9515 to 9535, inc., and U. P. stations taking Index Nos. 1194 to 1218, inc., see Section 1½.

ALL CHANGES RESULTING FROM THE USE OF RATE BASE NUMBERS IN THIS SECTION ARE REDUCTIONS.

dd to page 347 of Tariff, as amended:

SECTION 1½

ALL RAIL STANDARD RATES

Subject to the provisions of Item No. 5½ of tariff, as amended.

(a) If the charge accruing under Sections 1-A, 1½-A, 1-B, 1½-B or 1-C of this tariff, is higher than the charge accruing under this ction, on the same shipment via the same route, the charge accruing under Sections 1-A, 1½-A, 1-B, 1½-B or 1-C of this tariff, will pply.

(b) If the charge accruing under the provisions of Section 6 of this tariff, is lower than the charge accruing under this Section, on e same shipment via the same route, the charge accruing under Section 6 of this tariff, will apply, except as provided in paragraph (a).

The rates in this Section are subject to maximum application of rates as provided in Section 7 of this tariff.

Note.—Except as otherwise provided in Section 3 of this tariff, rates published in this Section will not apply via rail-ocean-rail utes.

NOTICE

The rates named in this Section will not apply on a commodity on which there is a published single-factor commodity rate or a blished single-factor rate determined by the use of ratings published as exceptions to the Classification between the same points via y all-rail, rail-motor or motor-rail route.

Add to page 347 of Tariff: SECTION 1½.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:	BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:																					
	N. Y. Albany	Pa. Altoona	N. J. Atlantic City	Md. Baltimore	Me. Bangor	N. Y. Batavia	Pa. Bellefonte	Pa. Berwick	W. Va. Bluefield	Va. Bluemont	Mass. Boston	N. J. Bridgeton	Me. Calais	Va. Cape Charles	Me. Caribou	Pa. Clearfield	Pa. Connellsville	Va. Covington	N. Y. Croghan	Md. Cumberland	Pa. Driftwood	Pa. Easton
	APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																					
COLORADO																						
Akron	314	290	325	311	354	287	294	308	288	316	334	323	365	327	409	290	284	291	318	293	293	317
Amherst	304	280	315	301	344	277	284	298	279	306	324	313	356	317	400	280	274	284	308	284	284	307
Bethune	319	293	328	314	358	291	297	311	288	319	338	326	370	329	414	293	285	293	322	296	296	320
Branson	347	322	356	343	387	320	326	339	319	347	367	354	399	357	443	322	315	322	245	325	326	348
Cheyenne Wells	315	288	323	309	355	288	293	306	284	314	335	321	366	323	410	288	281	286	319	291	293	315
Colorado Springs	338	313	347	334	378	312	317	330	310	339	358	345	390	348	434	313	306	313	342	316	317	339
Crest	327	302	337	323	366	300	306	320	300	328	347	335	378	338	422	302	295	303	331	305	306	329
Denver	338	313	347	334	378	312	317	330	310	339	358	345	390	348	434	313	306	313	342	316	317	339
Eads	320	293	328	314	359	293	297	311	288	319	339	326	372	328	416	293	286	291	324	296	297	320
Holly	315	288	323	309	355	288	293	306	284	314	335	321	366	323	410	288	281	286	319	291	293	315
Keota	323	299	334	320	363	296	303	317	296	325	343	332	374	336	418	299	293	300	327	302	301	326
La Junta	329	303	338	324	369	303	307	320	298	329	349	336	382	338	426	303	296	301	334	306	307	329
Limon	325	299	334	320	365	298	303	317	295	325	345	332	376	335	420	299	293	299	329	302	303	326
Lolita	329	303	338	324	369	303	307	320	298	329	349	336	382	338	426	303	296	301	334	306	307	329
Peoria	330	305	339	326	370	304	309	323	302	331	350	337	383	340	427	305	298	305	335	308	309	332
Pritchett	320	294	329	314	360	293	298	312	287	319	340	327	373	328	417	294	286	290	325	296	298	320
Pueblo	338	313	347	334	378	312	317	330	310	339	358	345	390	348	434	313	306	313	342	316	317	339
Sterling	314	290	325	311	354	287	294	308	288	316	334	323	365	327	409	290	284	291	318	293	293	317
Trinidad	338	313	347	334	378	312	317	330	310	339	358	345	390	348	434	313	306	313	342	316	317	339
Wild Horse	319	293	328	314	358	293	297	311	288	319	338	326	370	328	414	293	286	293	323	296	297	320
IOWA																						
Albia	204	180	216	200	240	176	185	195	178	205	229	213	252	216	296	180	172	182	208	182	180	207
Algona	229	206	241	231	273	196	210	220	207	236	251	239	286	252	330	206	199	213	233	210	206	232
Atlantic	237	211	249	234	282	207	217	228	210	239	260	246	295	253	339	210	203	217	241	215	212	240
Audubon	237	211	249	237	282	207	217	228	213	242	260	246	295	253	339	211	206	217	241	217	212	240
Carnarvon	240	210	252	237	284	207	217	231	210	242	262	250	297	260	341	210	203	217	239	213	213	243
Carroll	237	210	249	237	282	207	216	228	210	242	260	246	295	253	339	207	199	217	239	213	210	240
Cedar Rapids	193	172	205	193	232	166	176	186	173	198	212	202	243	210	287	172	164	176	199	175	172	196
Centerville	204	180	216	200	240	176	185	195	178	205	220	213	252	216	296	180	172	182	208	182	180	207
Charles City	213	189	225	215	255	183	193	206	191	220	234	223	267	232	311	189	183	194	216	194	189	216
Cherokee	244	217	257	244	293	210	224	237	217	249	266	255	306	266	350	213	207	224	243	221	217	247
Clarinda	242	213	253	239	288	210	221	233	210	244	266	251	301	260	345	213	203	217	246	217	213	245
Corydon	223	198	232	217	267	196	201	215	196	222	243	230	281	235	325	196	189	201	229	200	199	223
Creston	230	205	242	227	276	200	209	221	203	232	254	240	289	248	333	205	196	210	234	201	205	233
Decorah	208	186	220	206	244	178	189	200	187	211	224	218	257	223	301	184	176	189	211	188	184	211
Des Moines	221	197	231	217	262	193	201	212	198	222	242	229	274	235	318	197	189	201	225	200	197	222
Fairfield	194	173	206	190	232	165	177	187	171	195	213	204	243	209	287	172	162	174	199	173	172	197
Fort Dodge	229	204	241	229	273	199	208	220	207	234	251	239	286	245	330	204	196	210	233	209	204	232
Grinnell	207	185	219	207	246	179	189	200	186	212	227	217	259	222	303	185	178	188	212	189	185	210
Herndon	229	204	241	229	273	199	208	220	203	234	251	239	286	245	330	203	196	210	233	209	204	232
Iowa City	189	168	201	189	229	163	173	184	169	194	209	199	240	207	284	168	161	173	196	172	168	193
Iowa Falls	217	195	229	217	255	189	199	210	196	222	235	227	267	233	311	195	187	198	222	198	195	220
Manchester	185	163	196	184	223	157	167	177	164	189	204	194	234	201	278	163	155	167	190	166	163	188
Marquette	202	180	215	200	239	170	184	195	182	205	219	212	252	218	296	178	171	184	206	183	178	206
Marshalltown	215	193	227	215	255	187	197	208	195	220	235	224	267	232	311	193	185	197	221	196	193	218
Mason City	219	195	231	221	261	189	199	212	197	226	240	229	273	238	317	195	189	200	222	200	195	222
New Hampton	211	187	223	213	253	182	191	205	189	218	232	221	265	230	309	187	182	193	214	193	187	215
Oelwein	198	175	210	197	235	169	179	190	177	202	216	208	248	215	292	175	166	179	203	178	175	201
Osceola	221	197	231	217	262	193	201	212	198	222	242	229	274	235	318	197	189	201	225	200	197	222
Oskaloosa	207	185	219	207	246	179	189	200	186	212	227	217	259	222	303	185	178	188	212	189	185	210
Ottumwa	199	176	211	195	237	172	180	190	175	200	217	209	249	212	293	176	167	178	205	178	176	202
Oxford Jct.	183	161	194	182	220	155	165	175	162	187	200	191	231	199	275	160	152	165	188	164	160	186
Red Oak	242	213	253	239	288	210	221	233	210	244	266	251	301	260	345	213	207	217	246	217	213	245
Shenandoah	242	217	254	239	288	212	221	233	213	244	266	252	301	260	345	213	207	221	246	219	217	245
Sioux City	249	224	261	250	295	217	230	241	224	255	272	259	308	272	352	224	217	231	249	227	227	252
Spencer	240	213	252	240	284	203	220	231	213	245	260	250	297	262	341	213	207	221	236	217	216	243

ed to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND Western Stations shown on pages 99 to 104, inc., of Tariff, as amended, taking Rate Basis:	Albany N. Y.	Altoona Pa.	Atlantic City N. J.	Baltimore Md.	Bangor Me.	Batavia N. Y.	Bellefonte Pa.	Berwick Pa.	Bluefield W. Va.	Bluemont Va.	Boston Mass.	Bridgeton N. J.	Calais Me.	Cape Charles Va.	Caribou Me.	Clearfield Pa.	Connellsville Pa.	Covington Va.	Croghan N. Y.	Cumberland Md.	Driftwood Pa.	Easton Pa.
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
IOWA—Conc.																						
an Wert	221	197	231	217	262	193	201	212	198	222	242	229	274	235	318	197	189	201	225	200	197	222
ashington	194	172	206	190	232	165	177	187	171	195	213	204	243	209	287	172	162	174	199	173	172	197
aterloo	205	184	217	205	244	178	188	198	186	210	224	215	256	221	300	184	175	188	210	186	184	208
aukon	202	180	215	200	239	173	184	195	182	205	219	212	252	218	296	178	171	184	206	183	178	206
ebster	198	175	210	195	235	171	179	190	175	200	216	208	248	213	290	175	167	178	203	178	175	201
KANSAS																						
nadony	277	250	285	271	322	250	259	268	247	276	299	283	334	286	378	250	244	250	281	254	255	277
rkansas City	272	245	279	265	319	245	248	263	241	270	293	277	332	281	376	245	238	245	276	247	248	272
tchison	240	211	249	234	284	210	216	230	207	239	263	246	297	252	341	211	204	213	243	215	216	240
axter	276	240	284	270	316	249	254	267	246	275	296	282	330	284	374	249	243	248	280	253	254	276
axter	243	231	269	253	308	227	237	250	224	258	284	267	322	272	366	231	221	231	262	231	231	260
axter Springs	258	229	264	248	305	229	233	247	225	253	281	262	319	275	363	229	220	229	260	230	233	257
axter	246	231	269	253	308	227	237	250	224	258	284	267	322	272	366	231	221	231	262	231	234	260
axter	281	261	295	283	328	261	266	279	257	288	308	293	340	296	384	261	255	259	292	265	266	288
elfare	275	248	284	269	319	248	253	266	246	274	296	282	334	285	378	248	240	249	278	250	251	275
elois	271	245	279	266	316	245	248	263	240	271	293	277	330	281	374	245	238	244	276	248	248	271
elvidere	293	266	300	285	332	265	269	284	259	290	312	298	344	300	388	266	257	264	296	267	269	293
rownell	288	261	295	283	328	261	266	279	257	288	308	293	340	296	384	261	255	259	292	265	266	288
uckin	293	266	300	285	332	265	269	284	259	290	312	298	344	300	388	266	257	264	296	267	269	293
ur Oak	279	253	288	275	319	253	257	271	250	280	299	286	332	290	376	253	246	255	283	256	257	280
aldwell	277	250	285	271	319	250	259	268	247	276	297	283	334	286	378	250	244	250	281	254	255	277
herryvale	260	227	266	250	305	227	234	260	218	255	281	264	322	266	366	227	217	224	259	227	234	257
offeyville	260	227	269	250	308	227	234	263	221	255	284	267	322	269	366	231	221	227	262	231	231	260
olby	302	275	310	295	342	275	279	293	268	300	322	308	354	309	398	275	267	271	306	277	279	302
oncordia	266	237	275	257	313	234	244	257	227	262	290	273	327	278	371	234	227	234	269	237	237	266
odge City	294	267	302	288	334	267	271	285	263	293	314	300	346	302	390	267	260	266	298	270	271	294
lkhart	312	285	320	305	352	284	289	303	278	310	332	318	364	319	408	285	277	281	316	287	289	312
mporia	257	227	266	247	305	224	231	247	217	252	281	264	319	266	363	227	217	224	259	227	227	257
ngewood	302	275	310	295	342	275	279	293	269	300	322	308	354	310	398	275	267	274	306	287	279	302
ureka	263	231	269	253	311	231	237	250	221	258	284	267	324	269	368	231	221	231	262	231	234	260
ort Scott	250	217	257	240	299	217	224	237	210	245	275	255	313	260	357	217	210	217	252	221	221	250
ort Scott #3	244	210	250	234	290	210	217	231	203	239	266	248	308	253	352	210	199	210	243	210	213	240
ranklin	300	274	308	293	339	273	277	291	268	298	320	306	352	308	396	274	266	271	305	275	277	300
ranklin	257	227	266	247	305	224	231	247	224	252	281	264	319	269	363	224	217	224	259	227	227	257
redonia	263	231	269	250	308	227	234	260	221	255	284	267	322	269	366	231	221	227	262	231	234	260
uatta	281	255	289	275	322	255	258	273	251	280	301	287	337	289	381	245	248	254	286	237	258	281
arden City	302	275	310	295	342	275	79	293	268	300	322	308	354	309	398	275	267	271	306	277	279	302
arnett	253	221	271	244	302	221	227	240	210	249	275	268	316	263	360	221	210	217	252	221	224	250
eadland	309	284	318	304	348	281	287	301	278	309	329	316	360	319	404	284	275	284	312	286	286	310
erner	277	250	285	271	322	250	259	268	247	276	297	283	334	286	378	250	244	250	281	254	255	277
ays	284	257	291	277	324	257	260	275	253	282	303	289	337	291	381	257	249	256	287	259	260	284
errington	255	231	269	253	311	231	237	250	221	258	284	267	324	272	368	231	224	231	262	231	234	263
esington	276	249	284	270	319	249	254	267	237	275	296	282	334	284	378	249	243	248	280	253	254	276
orace	310	284	318	304	349	284	287	301	277	309	329	316	362	318	406	284	276	280	314	286	287	310
orton	250	217	235	240	296	217	224	237	210	245	272	253	309	260	353	217	210	217	249	221	221	250
utchinson	272	240	278	263	316	240	247	260	237	268	293	276	332	281	376	240	234	240	272	244	245	269
ola	257	224	263	247	302	224	231	244	213	252	278	261	319	263	363	224	213	221	256	224	227	253
ansmore	291	265	299	285	330	265	268	283	260	290	311	297	343	299	387	265	257	264	296	267	268	291
owa	284	257	293	278	324	257	261	275	254	283	304	291	337	293	381	257	250	257	288	260	261	284
arwin	279	253	287	274	322	253	257	270	248	279	299	285	337	287	381	253	246	251	283	256	257	279
arned	283	256	290	276	324	256	259	274	251	281	302	288	337	290	381	256	248	255	287	258	259	283
awrence	250	217	257	240	296	213	224	237	210	245	272	255	309	260	353	217	207	217	249	217	221	247
eavenworth	240	211	249	234	284	210	216	230	207	239	263	246	297	252	341	211	204	213	243	215	216	240
enora	291	265	299	285	330	265	268	283	260	290	311	297	343	299	387	265	257	264	296	267	268	291
iberal	305	278	313	299	345	278	283	296	275	304	325	311	356	313	400	278	271	277	309	281	283	305
ost Springs	263	231	269	253	308	231	237	250	224	258	284	267	324	272	368	231	221	231	262	231	234	260

Add to page 847 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:	BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:																							
	N. Y. Albany	Pa. Altoona	N. J. Atlantic City	Md. Baltimore	Me. Bangor	N. Y. Batavia	Pa. Bellefonte	Pa. Berwick	W. Va. Bluefield	Mass. Boston	N. J. Bridgeton	Me. Calais	Va. Cape Charles	Me. Caribou	Pa. Clearfield	Pa. Coudersville	Va. Covington	N. Y. Croghan	Md. Cumberland	Pa. Driftwood	Pa. Easton			
	APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 360 of Tariff, as amended)																							
KANSAS—Conc.																								
Lucas	275	246	281	266	319	246	250	264	241	271	296	279	334	284	378	246	239	245	267	248	249	3		
Manhattan	260	227	266	250	305	227	234	247	221	255	281	264	322	269	366	227	217	227	259	227	231	2		
Mantor	311	284	319	304	350	284	288	302	277	309	330	317	363	318	407	284	278	280	315	286	288	31		
Norton	288	260	297	283	328	260	266	280	257	288	308	295	340	296	384	260	254	261	291	264	265	29		
Oakley	302	275	310	295	342	275	279	293	268	300	322	308	354	309	398	275	267	271	306	277	279	30		
Oberlin	294	266	303	288	334	266	271	286	264	293	314	301	346	304	390	266	259	267	297	269	270	29		
Osborne	275	245	279	266	319	245	250	263	240	271	296	277	334	284	378	245	238	244	276	248	248	27		
Ottawa	250	217	257	240	299	217	224	237	210	245	275	255	312	260	358	217	210	217	252	221	221	25		
Paola	250	217	257	240	295	217	224	237	207	245	272	255	308	257	352	217	207	213	249	217	221	24		
Pittsburg	253	221	260	244	302	221	227	240	210	249	275	268	315	263	360	221	210	217	256	221	224	25		
Plainville	284	257	291	277	324	257	260	276	253	282	303	289	337	291	381	257	249	256	287	259	260	28		
Pratt	283	257	291	276	323	256	260	275	249	281	303	289	337	290	381	257	248	255	287	258	260	28		
St. Francis	303	279	314	300	343	276	284	297	277	305	323	312	355	316	399	279	273	281	307	283	283	30		
Salina	266	232	275	257	313	234	240	257	229	262	290	272	327	275	371	237	227	234	269	237	237	26		
Satanta	302	275	310	295	342	275	279	293	268	300	322	308	354	309	398	275	267	271	306	277	279	30		
Scott City	302	275	310	295	342	275	279	293	268	300	322	308	354	309	398	275	267	271	306	277	279	30		
Severy	266	234	272	253	311	231	237	253	224	258	287	270	324	272	368	234	224	231	265	234	237	26		
Stockton	278	250	287	271	324	250	255	269	248	276	299	285	337	287	381	250	253	250	281	254	255	27		
Strong City	260	227	266	250	308	227	234	247	221	255	279	264	322	269	366	227	221	227	262	231	231	26		
Studley	293	268	301	286	333	266	270	284	260	291	313	299	345	300	389	266	258	264	297	268	270	29		
Topeka	253	221	260	244	299	217	227	240	213	249	275	258	315	263	360	221	210	221	252	221	224	25		
Turkey Creek	308	281	316	301	347	280	285	299	275	306	328	314	358	315	402	281	274	277	312	284	285	30		
Vaughn	287	260	295	281	327	260	265	278	257	286	307	293	340	296	384	260	254	259	291	264	265	28		
Wakeeney	290	264	298	284	329	264	267	281	258	289	310	296	342	298	386	264	257	261	295	266	267	29		
Waineta	266	235	272	257	313	235	240	253	230	262	287	270	327	275	371	235	227	234	269	238	239	26		
Whiting	250	221	260	240	296	217	227	240	210	245	274	258	309	262	353	217	210	217	252	221	221	23		
Wichita	269	237	275	260	316	237	244	257	233	265	290	278	330	278	374	237	231	237	272	240	240	26		
Wilson	275	245	281	266	319	245	250	263	240	271	296	279	332	284	376	245	238	244	276	248	248	27		
Wolf	302	275	310	295	342	275	279	293	268	300	322	308	354	309	398	275	267	271	306	277	279	30		
MICHIGAN																								
Calumet	213	203	237	228	256	179	207	212	211	233	234	234	270	249	314	203	196	215	215	207	196	22		
Escanaba	176	163	198	189	212	147	167	175	173	194	193	196	223	208	267	163	157	176	181	168	162	18		
Iron Mountain	176	163	198	189	212	147	167	175	173	194	193	196	223	208	267	163	157	176	181	168	162	18		
Ironwood	213	202	237	228	253	179	206	212	208	233	230	234	270	244	314	202	196	213	215	207	196	22		
Marquette	194	184	217	208	231	164	187	193	197	213	211	215	242	227	286	178	178	199	196	188	178	20		
Munising	176	163	198	189	212	147	167	175	173	194	193	196	223	208	267	163	157	176	181	168	162	18		
Sault Ste. Marie	171	164	194	185	208	138	163	168	182	190	187	191	220	206	264	158	162	180	170	165	154	17		
Sidnaw	196	183	218	209	232	167	187	195	193	214	212	218	243	228	287	183	177	196	201	185	183	20		
Watersmeet	200	188	224	224	238	172	193	199	196	229	217	221	252	232	296	188	182	199	201	194	187	20		
MINNESOTA																								
Albert Lea	227	205	242	230	271	193	209	220	205	235	249	240	284	244	328	203	196	208	225	210	205	23		
Bemidji	247	237	269	260	296	219	240	247	240	265	272	267	311	284	355	234	227	247	250	240	228	25		
Brainerd	240	227	263	253	290	211	231	240	231	258	266	261	305	278	349	224	221	234	243	231	221	24		
Crookston	253	247	281	272	308	236	250	260	251	277	283	279	322	296	366	246	240	257	267	250	244	26		
Delano	231	213	253	240	278	196	221	227	217	245	253	251	296	266	340	213	207	224	229	217	210	23		
Detroit Lakes	253	237	272	263	299	218	244	250	237	268	275	270	313	284	357	234	227	244	252	240	231	25		
Duluth	227	213	248	237	272	193	217	227	231	242	250	245	285	262	329	213	206	224	229	217	207	23		
Elsdon	244	231	266	257	293	211	234	240	234	262	266	264	308	281	352	227	224	240	243	226	224	25		
Ely	244	231	263	257	290	210	234	240	234	262	266	261	308	278	352	227	221	240	243	224	224	25		
Fairmont	234	210	253	237	283	199	217	231	213	242	257	251	296	256	340	210	203	217	236	213	213	24		
Faribault	227	208	244	231	272	193	212	224	210	236	250	242	285	251	329	207	199	213	229	211	207	23		
Fergus Falls	250	234	269	260	296	218	240	247	237	265	272	267	313	284	357	231	227	240	249	237	231	25		
Floodwood	234	221	257	247	284	199	224	234	227	252	260	255	299	272	343	221	213	231	236	224	213	24		
Fosston	258	240	275	266	302	227	244	253	247	271	275	273	340	290	384	249	234	250	255	244	236	26		
Glenwood	240	227	263	253	290	207	234	240	231	258	266	261	305	278	349	234	231	234	243	231	221	24		

page 347 of Tariff. SECTION 1 (g)—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 21 to 98, inc., of Tariff, as amended, taking Rate Basis

AND

Eastern stations on pages 99 to inc., of Tariff, as ded, taking Rate

	N. Y.	Pa.	N. J.	Md.	Md.	N. Y.	Pa.	Pa.	W. Va.	Md.	Md.	Va.	Va.	Md.	Pa.	Pa.	Va.	N. Y.	Md.	W. Va.	Pa.
	Albany	Altoona	Atlantic City	Baltimore	Berge	Batavia	Bellefonte	Berwick	Bluefield	Hyndman	Hagerstown	Ivanhoe	Lambert	Cape Charles	Carbon	Clearfield	Connellsville	Covington	Croghan	Cumberland	Driftwood	Ravenswood
	APPLY RATE BASIS NUMBERS (For Rates see Section 1, pages 267 to 340 of Tariff, as amended)																				
NESOTA—Conc.																					
d Rapids	240	227	260	253	267	207	231	237	231	258	256	268	265	275	349	224	217	237	239	231	221	247
te Falls	240	227	263	253	260	207	234	240	237	258	261	254	265	275	349	224	217	244	243	231	221	247
remarck	247	234	269	262	266	214	237	247	237	265	268	261	272	284	355	231	227	230	249	237	227	253
ley	228	215	248	237	272	97	219	227	221	249	252	245	256	262	329	213	209	226	231	217	210	234
	237	221	257	247	264	197	227	234	227	256	260	254	259	272	343	221	213	234	236	224	213	240
	240	227	272	263	280	221	240	247	240	268	27	270	268	247	47	234	227	247	251	240	231	257
Falls	237	224	260	250	267	204	231	237	234	255	258	251	262	272	346	221	213	231	239	227	221	247
	234	221	257	247	264	199	227	234	227	256	260	254	259	272	343	221	213	234	236	224	213	240
	247	234	264	241	264	211	240	231	247	249	253	247	256	259	340	213	207	222	240	221	216	242
	231	211	249	237	277	195	245	227	213	242	246	247	249	259	334	210	203	221	233	217	209	240
	244	224	263	250	283	210	231	244	237	255	255	264	265	272	352	224	217	231	246	227	224	250
ail	234	221	257	244	264	199	224	234	221	249	253	245	259	269	343	217	210	227	236	224	213	240
s	224	210	247	233	272	189	215	224	216	238	250	243	253	265	329	207	199	217	225	213	207	232
apolis	247	231	266	257	283	214	237	244	231	262	265	264	265	278	352	227	221	247	246	234	227	253
	234	217	253	241	279	195	222	231	217	246	247	251	253	263	337	213	207	224	233	221	210	237
	247	227	269	253	286	213	234	247	227	256	272	264	271	275	355	224	217	244	249	231	227	253
ing	219	201	239	223	263	185	207	215	205	228	241	227	236	244	320	199	193	208	222	204	199	222
e	240	227	263	253	269	207	231	240	231	256	263	261	265	278	349	224	217	237	239	231	221	247
ester	215	199	234	223	261	185	204	219	201	228	240	232	234	240	315	199	193	204	219	204	199	221
ond	234	221	257	244	264	199	224	234	221	249	253	245	259	269	343	217	210	227	236	224	213	240
	240	221	260	247	267	207	227	237	221	252	263	256	262	269	349	217	210	227	239	224	221	247
Valley	218	197	234	221	261	185	201	210	198	228	240	232	234	237	315	197	190	200	219	201	199	221
River Falls	263	247	280	272	305	236	250	257	251	277	281	274	279	283	363	246	239	257	267	250	244	269
	237	224	260	240	257	203	227	237	227	255	256	250	262	275	346	221	217	234	238	227	217	244
	244	231	266	257	293	211	237	244	231	262	269	264	265	278	352	227	221	237	246	234	227	253
	277	260	295	283	317	250	995	274	266	286	287	280	305	374	260	255	273	281	265	258	281
	237	224	260	250	267	203	231	237	224	255	254	253	262	272	346	221	213	231	239	227	217	244
	208	187	223	211	249	176	191	199	187	215	229	221	232	230	306	187	180	194	211	191	187	216
	234	221	257	244	284	199	227	234	221	249	253	245	259	269	343	217	210	227	236	224	213	240
hington	244	221	26	247	290	216	227	231	221	252	266	256	265	269	350	217	210	227	243	224	221	250
MISSOURI																						
ville	212	187	221	206	254	186	191	204	182	211	230	219	267	224	311	187	178	186	219	189	189	212
on	212	187	221	206	254	186	191	204	182	211	230	219	267	224	311	187	178	186	219	189	189	212
lton	223	198	232	217	267	196	201	215	191	222	243	234	278	235	325	198	189	196	229	199	200	223
ville	218	193	227	211	259	190	196	209	186	216	234	224	272	229	316	193	184	191	222	194	196	218
	223	198	232	217	264	196	201	215	189	222	240	230	277	234	321	198	189	196	228	199	200	223
	194	167	202	186	231	166	172	184	162	191	210	200	244	205	288	167	158	166	199	169	169	194
ood Jct.	204	178	212	197	243	176	182	195	174	202	220	210	256	215	300	176	169	177	208	179	180	204
ville	223	198	232	217	264	196	201	215	195	222	240	230	277	234	321	198	189	197	228	199	200	223
on	231	205	240	224	273	202	209	217	199	229	251	238	286	242	330	205	196	205	234	206	207	231
on City	212	187	221	206	254	186	191	204	182	211	230	219	267	224	311	187	178	186	219	189	189	212
	240	211	249	234	284	210	216	230	209	239	258	246	297	252	341	210	203	210	243	213	213	240
ville	204	178	212	197	243	176	182	195	174	202	220	210	256	215	300	176	169	177	208	179	180	204
ld	194	167	202	186	231	166	172	184	162	191	210	200	244	205	288	167	158	166	199	169	169	194
a	204	178	212	197	243	176	182	195	174	202	220	210	256	215	300	176	169	177	208	179	180	204
on	209	175	209	194	239	173	178	191	171	198	217	207	252	211	296	173	166	174	205	176	177	200
	212	187	221	206	254	186	191	204	182	211	230	219	267	224	311	187	178	186	219	189	189	212
ity	204	178	212	197	243	176	182	195	174	202	220	210	256	215	300	176	169	177	208	179	180	204
ng	194	167	202	186	231	166	172	184	162	191	210	200	244	205	288	167	158	166	199	169	169	194
ngh	240	211	249	234	284	210	216	230	209	239	258	246	297	252	341	210	203	210	243	213	213	240
ers	212	187	221	206	254	186	191	204	182	211	230	219	267	224	311	187	178	186	219	189	189	212
a	223	198	232	217	264	196	201	215	193	222	240	230	277	234	321	198	189	197	228	199	200	223
	223	198	232	217	267	196	201	215	191	222	243	230	281	235	325	198	189	196	229	199	200	223
th	223	198	232	217	264	196	201	215	193	222	240	230	277	234	321	198	189	197	228	199	200	223
ne	223	198	232	217	264	196	201	215	193	222	240	230	277	234	321	198	189	197	228	199	200	223

Add to page 347 of Tariff. SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis.

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Albany N.Y.	Altoona Pa.	Atlantic City N.J.	Baltimore Md.	Bangor Me.	Batavia N.Y.	Bellefonte Pa.	Berwick Pa.	Bluefield W.Va.	Bluemont Va.	Boston Mass.	Bridgeton N.J.	Calais Me.	Cape Charles Va.	Caribou Me.	Clearfield Pa.	Connellsville Pa.	Covington Va.	Croghan N.Y.	Cumberland Md.	Driftwood Pa.	Eastern
NEBRASKA																						
Albion	266	237	275	263	311	231	244	257	234	268	287	273	324	281	368	234	227	240	265	240	237	2
Alliance	314	290	325	311	354	287	294	308	289	316	334	323	365	328	409	290	284	293	318	293	291	3
Auburn	253	224	263	247	300	221	231	244	217	252	275	261	314	266	358	224	217	228	252	224	224	2
Beatrice	260	231	269	253	308	227	237	250	224	258	284	267	322	272	366	231	224	231	262	231	231	2
Belmar	302	278	313	299	342	275	283	296	276	304	322	311	354	315	398	278	271	281	306	281	280	3
Belvidere	266	237	275	257	313	234	244	257	231	262	287	273	327	278	371	234	227	237	265	237	237	2
Bridgeport	314	290	325	311	354	287	294	308	288	316	334	323	365	327	409	290	284	293	318	293	293	3
Broken Bow	278	250	287	272	322	248	257	269	248	277	299	285	334	290	378	250	244	254	278	254	253	2
Burwell	275	247	284	272	319	244	253	266	248	277	296	282	334	290	378	247	240	250	276	250	249	2
Callaway	281	253	290	275	324	248	260	272	250	280	302	288	340	296	384	250	244	257	281	254	253	2
Campbell	272	244	281	268	319	240	250	263	238	271	293	279	332	284	376	240	387	244	272	247	244	2
Columbus	260	231	269	257	305	227	237	250	227	262	281	267	322	275	366	227	224	234	259	234	231	2
Crawford	318	293	329	315	357	290	299	312	296	320	338	327	369	336	413	293	287	301	321	297	295	3
Falls City	250	221	260	249	297	217	227	240	213	254	275	258	310	263	354	221	210	221	252	221	221	2
Fremont	273	224	263	250	300	221	231	244	221	255	275	268	314	269	358	224	217	227	252	227	224	2
Grand Island	266	240	278	263	313	234	244	257	234	268	290	276	327	281	371	237	231	233	269	244	240	2
Hastings	269	240	278	263	313	234	247	260	234	268	290	276	330	281	374	237	231	233	269	244	240	2
Holdrege	275	247	284	269	319	244	253	266	245	274	296	282	334	290	378	246	239	250	275	250	248	2
Imperial	312	288	323	309	352	285	293	306	286	314	332	321	364	325	408	288	281	290	316	291	291	3
Juvian	275	251	287	273	322	248	257	269	249	278	299	285	334	290	378	251	245	255	279	255	255	2
Kearney	272	244	281	269	319	240	250	263	240	274	293	279	332	287	376	244	237	247	272	247	244	2
Lincoln	257	227	266	250	302	224	234	247	224	255	278	264	318	272	362	224	217	231	256	231	227	2
Loup City	272	244	281	269	316	240	250	263	240	274	293	279	332	287	376	240	234	247	272	247	244	2
Lyons	253	227	266	250	300	221	231	244	224	253	278	264	314	272	358	224	217	231	256	231	227	2
McCook	290	266	301	287	329	264	270	284	264	292	310	299	342	303	386	266	259	268	295	269	268	2
Moorefield	284	259	294	280	327	257	264	277	259	285	305	292	342	299	386	259	253	264	287	263	261	2
Mullen	294	270	305	291	334	267	275	288	268	296	314	303	346	307	390	270	264	274	298	274	271	2
Nebraska City	248	221	260	244	290	217	226	239	217	249	268	257	304	263	346	221	213	224	251	224	224	2
Newport	267	247	284	269	311	240	250	263	245	274	287	282	324	290	368	244	237	251	271	250	246	2
Norfolk	260	235	272	260	305	231	240	253	231	265	281	270	322	281	366	234	227	237	259	237	237	2
North Platte	289	264	300	286	329	263	269	284	264	291	309	298	342	302	386	266	258	268	293	268	267	2
Omaha	248	221	260	244	290	217	226	239	217	249	268	257	304	263	348	217	213	224	249	224	221	2
Ord	272	244	284	269	319	240	250	263	245	274	296	282	332	287	376	244	237	247	275	247	247	2
Plainview	260	237	275	260	308	227	240	253	234	265	281	273	322	281	366	234	227	240	262	240	237	2
Pleasanton	272	247	284	269	319	240	253	263	244	274	296	282	327	287	371	244	237	247	275	250	247	2
Sanborn	303	279	314	300	343	276	284	297	277	305	323	312	355	316	399	279	273	281	307	283	283	3
Sargent	275	249	284	272	322	247	254	267	250	277	296	282	334	290	378	249	243	254	278	253	253	2
Scottsbluff	319	295	329	316	358	293	299	313	293	321	338	327	370	332	414	295	288	298	323	298	297	3
Sidney	314	290	325	311	354	287	294	308	288	316	334	323	365	327	409	290	284	293	318	293	293	3
Smeed	323	299	334	320	363	296	303	317	297	325	343	332	374	336	418	299	293	301	327	302	301	3
Spalding	266	240	278	263	313	234	247	257	237	268	290	276	327	284	371	237	231	244	269	244	240	2
Stapleton	293	268	303	289	333	266	273	286	266	294	313	301	345	305	389	268	261	271	296	271	271	2
Superior	269	240	278	263	316	237	247	260	234	268	290	276	330	281	374	240	231	259	269	240	240	2
Valentine	286	264	298	287	324	259	267	281	264	292	306	296	337	307	381	264	257	271	290	269	266	2
Wallace	295	271	306	293	335	268	275	289	271	298	315	304	347	308	391	271	265	275	299	275	274	2
York	263	234	272	257	308	234	240	253	231	262	284	270	324	278	368	231	224	237	262	237	234	2
NORTH DAKOTA																						
Antler	307	293	327	314	347	280	297	304	298	319	327	325	358	337	402	293	286	303	311	296	290	3
Beach	326	312	347	334	365	299	316	324	318	339	346	345	377	356	421	312	306	323	330	316	311	3
Bisbee	289	271	306	293	326	259	275	284	276	298	306	304	338	316	384	271	266	283	290	275	269	2
Bismarck	293	279	314	300	333	266	284	291	286	306	313	312	345	325	389	279	274	290	297	284	278	3
Cannon Ball	299	285	320	307	338	273	289	297	293	312	319	318	350	329	394	285	279	296	303	289	284	3

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SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 138, inc., of Tariff, as amended, taking Rate Basis:

	N. Y.	Pa.	N. J.	Md.	Me.	N. Y.	Pa.	Pa.	W. Va.	Va.	Mass.	N. J.	Me.	Va.	Me.	Pa.	Pa.	Va.	N. Y.	Md.	Pa.	Pa.
	Albany	Altoona	Atlantic City	Baltimore	Bangor	Batavia	Bellefonte	Berwick	Bluefield	Bluemont	Boston	Bridgeton	Calais	Cape Charles	Caribou	Clearfield	Connellsville	Covington	Croghan	Cumberland	Driftwood	Easton
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
NORTH DAKOTA Conc.																						
Lowry	297	257	289	278	313	244	260	266	264	283	290	287	327	302	371	256	251	268	275	260	254	275
Minby	320	307	342	329	360	294	311	319	313	334	340	340	373	352	417	307	301	318	325	311	306	328
Devils Lake	280	264	298	285	320	253	267	275	269	290	300	296	332	308	376	264	257	275	283	267	261	284
Dickinson	312	298	333	320	352	285	302	310	305	325	332	331	364	342	408	298	293	309	316	302	297	349
Drake	286	271	307	294	326	259	275	284	278	299	306	305	338	317	382	271	266	284	290	276	269	293
Fargo	257	240	278	266	302	227	247	253	244	271	278	276	319	290	363	240	234	250	257	244	237	263
Garrington	315	295	330	319	355	285	299	311	300	324	335	328	366	339	410	295	289	305	317	300	295	320
Grenville	303	289	324	311	343	276	293	301	296	316	323	322	355	333	399	289	284	300	307	293	288	310
Grand Forks	266	250	285	275	311	239	255	263	257	280	286	283	324	299	368	250	245	263	270	255	248	271
Grenora	334	319	354	340	374	307	323	330	327	345	354	352	385	365	429	319	313	332	338	323	318	339
Hannaford	266	251	287	275	311	239	257	264	257	280	287	285	327	299	371	251	246	264	270	256	249	273
Harvey	284	269	303	290	324	257	274	280	277	295	304	301	337	315	381	269	266	283	288	273	267	289
Hazelton	288	271	306	293	328	260	275	284	277	298	308	304	340	316	384	271	266	284	291	275	269	293
Hazen	258	244	281	269	305	231	250	257	247	274	281	279	322	293	366	244	237	251	262	247	240	266
Hebron	306	293	327	314	346	279	296	304	298	319	326	325	357	336	401	293	286	302	310	296	291	312
Hettinger	290	247	281	272	308	233	253	260	249	277	284	279	322	293	366	245	239	257	263	250	243	269
Jamestown	268	255	289	278	313	240	260	266	259	283	290	287	327	299	371	255	248	266	272	258	253	275
Kenmare	308	294	329	316	347	281	298	306	301	321	328	327	359	338	403	294	288	306	312	298	293	315
Killdeer	318	304	338	326	357	291	308	316	308	331	338	336	369	347	413	304	298	313	322	308	302	325
Lake Williams	281	267	302	289	320	254	271	279	274	294	301	300	334	311	378	267	261	278	286	271	266	288
Landell	305	290	325	312	345	278	294	302	298	317	325	323	356	335	400	290	285	302	309	294	289	311
Lenore	285	268	303	290	325	257	273	280	275	295	305	301	337	313	381	268	263	280	288	273	266	289
Lidgerwood	324	304	340	329	354	293	308	320	308	334	344	338	375	349	419	304	297	314	326	309	304	330
Lisbon	298	284	319	306	338	271	288	296	293	311	318	317	349	329	393	284	278	296	302	288	283	305
Lisbon	298	284	319	306	338	271	288	296	293	311	318	317	349	329	393	284	278	296	302	288	283	305
Lodi	288	275	309	296	322	261	278	286	280	301	308	307	339	318	383	275	268	285	292	278	274	295
Logan	255	269	304	291	325	258	274	281	277	296	305	302	337	316	381	269	264	284	289	274	267	290
Logan England	312	298	333	320	352	285	302	310	305	325	332	331	364	342	408	298	293	309	316	302	297	319
Logan Leipzig	307	286	320	309	347	280	290	301	290	314	327	318	358	329	402	286	281	295	311	291	286	311
Logan Rockford	275	259	295	283	316	248	264	273	266	288	294	293	332	305	376	259	254	273	278	265	257	281
Lucca	260	247	281	272	308	233	250	260	251	277	281	279	322	293	366	246	239	258	263	250	244	267
McHenry	296	281	316	303	336	269	285	293	287	308	316	314	347	326	391	281	275	293	300	285	279	302
McKenna	279	264	298	285	319	253	267	275	271	290	299	296	332	310	376	264	257	277	283	267	261	284
McLean	289	275	309	296	329	263	278	286	279	301	309	307	340	319	384	275	268	285	293	278	273	295
Madden	311	297	332	319	350	284	301	309	305	324	330	330	363	342	407	297	291	309	315	301	295	318
Mandan	291	275	309	296	330	264	278	286	280	301	311	307	343	319	387	275	268	286	295	278	273	295
Mayville	309	294	329	316	348	283	298	306	302	321	329	327	360	338	404	294	289	306	313	298	293	315
Maza	297	276	311	299	337	270	280	291	280	304	317	309	348	320	392	276	271	285	301	281	276	301
Medina	279	264	298	285	319	253	269	277	270	292	299	298	334	310	378	266	259	275	283	269	264	286
Melville	279	264	300	287	319	253	269	277	270	292	299	298	330	310	374	266	259	275	283	269	264	286
Menoken	291	276	312	299	330	265	280	289	283	304	311	310	343	322	387	276	270	289	296	281	275	298
Merricourt	263	250	284	272	311	235	253	263	254	277	284	282	324	296	368	248	243	260	267	253	247	269
Michigan	253	238	275	263	299	226	244	250	243	268	275	273	316	287	360	238	231	249	257	241	236	260
Milnor	290	274	309	296	329	264	278	286	283	301	310	307	342	320	386	275	268	288	293	278	273	295
Minot	334	319	354	340	374	307	323	330	327	345	354	352	385	365	429	319	313	332	338	323	318	339
Minto	315	301	336	323	355	288	305	313	307	328	335	334	366	346	410	301	295	312	319	305	300	322
Mohall	320	307	342	329	360	294	311	319	313	334	340	340	373	352	417	307	301	318	325	311	306	328
Monango	293	279	314	301	338	266	284	291	286	306	313	312	345	323	389	279	274	290	297	284	278	300
Montpelier	279	266	300	287	319	253	269	277	270	292	299	298	330	310	374	266	259	275	283	269	264	286

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SECTION 1½—Continued

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis

AND

Western Stations shown on pages 99 to 180, inc., of Tariff, as amended, taking Rate Basis:

	N. Y.	Pa.	N. J.	Md.	Me.	N. Y.	Pa.	Pa.	Va.	Va.	Mass.	N. J.	Me.	Va.	Me.	Pa.	Pa.	Va.	W. Va.	Md.	Pa.
	Albany	Altoona	Atlantic City	Baltimore	Bangor	Batavia	Bellefonte	Berwick	Bluefield	Bluemont	Boston	Bridgeton	Calais	Cape Charles	Caribou	Clearfield	Coal Ridge	Covington	Creighton	Cumberland	Driftwood
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 337 to 340 of Tariff, as amended)																					
SOUTH DAKOTA																					
Aberdeen	264	253	281	272	311	240	255	260	247	277	284	279	324	283	308	244	238	253	268	250	244
Belle Fourche	318	298	324	320	358	291	300	314	300	325	338	332	370	336	414	290	280	309	322	301	295
Belvidere	289	268	303	291	329	261	273	279	270	298	309	301	340	310	384	260	251	276	293	274	266
Bristol	257	240	278	260	305	229	250	257	244	271	278	270	319	280	353	240	234	256	260	244	237
Chamberlain	266	244	281	269	313	234	250	263	244	274	287	279	327	290	371	244	237	249	265	24	247
Conata	300	279	314	302	339	273	284	293	281	307	320	312	352	320	395	270	273	288	303	284	279
Cottonwood	302	281	316	304	342	27	285	296	284	309	322	314	354	322	398	281	270	290	306	286	281
Deadwood	313	293	328	316	353	285	297	308	294	321	333	326	365	334	409	293	286	300	316	298	293
Edgemont	324	303	338	325	364	297	307	318	303	330	344	336	375	343	419	303	294	308	328	307	303
Fairfax	277	253	290	275	322	244	257	269	250	280	296	288	334	296	378	250	244	257	270	257	253
Faith	310	291	326	314	350	284	29	306	294	319	330	324	363	335	407	291	286	301	315	296	29
Faulkton	271	251	287	275	313	244	256	266	256	280	291	286	327	296	371	250	247	260	275	254	251
Gettysburg	278	257	293	278	319	240	261	273	261	283	298	291	332	300	376	257	251	266	281	259	257
Greenville	308	289	285	273	308	239	27	293	256	278	285	282	324	298	368	256	245	261	308	257	256
Highmore	271	250	287	272	313	237	25	298	256	277	291	285	330	298	374	240	244	260	276	254	250
Huron	290	270	278	290	308	228	247	280	240	271	284	276	322	287	406	237	231	247	262	239	240
Isabel	301	280	317	303	340	275	284	295	294	308	320	313	353	324	397	290	275	290	305	285	279
Lemmon	309	286	320	309	340	285	290	301	291	314	326	318	367	329	401	298	289	296	317	291	288
Madison	253	231	265	257	299	221	247	256	231	262	275	267	311	278	390	231	224	247	252	234	231
Medga	287	266	301	289	327	260	270	281	270	294	307	299	338	310	384	266	261	275	291	271	266
Milbank	249	234	272	260	296	218	240	247	237	265	272	270	313	284	357	231	227	244	249	237	231
Mitchell	237	237	275	260	305	224	240	253	244	26	281	273	319	281	363	234	227	240	259	240	237
Mobridge	287	269	301	289	327	248	270	281	270	294	307	299	338	310	382	266	261	275	291	271	266
Nowlin	286	275	310	296	329	269	270	28	27	301	315	308	347	315	91	275	268	285	298	278	275
Owanka	286	266	320	300	340	275	286	29	287	313	326	318	357	328	401	286	279	293	309	289	286
Pierre	264	264	290	280	324	257	268	275	26	288	304	296	336	305	390	264	256	270	286	266	264
Platte	266	244	281	269	311	234	250	263	244	274	287	279	327	290	371	240	234	251	247	244	237
Rapid City	309	288	324	312	348	281	295	304	290	317	329	322	360	329	404	288	283	295	312	294	288
Redfield	262	241	281	269	311	233	249	263	245	274	284	279	324	290	368	244	237	250	265	247	244
Sioux Falls	250	227	266	253	296	217	236	245	227	256	272	264	310	275	354	224	221	234	249	231	227
Vivian	275	253	290	278	319	247	260	272	25	284	296	288	334	296	386	253	247	260	278	256	253
Watertown	253	234	272	260	302	221	240	253	237	26	27	270	316	281	369	234	227	240	256	237	234
Winner	281	257	295	283	324	254	263	275	260	288	30	291	340	302	384	257	253	266	286	261	259
Yankton	253	231	272	257	302	221	237	250	230	262	275	270	316	278	369	231	224	237	256	234	234

WISCONSIN (For Rate Basis Numbers, see pages 38 to 42 of this supplement.

WYOMING (For Rate Basis Numbers, see pages 38 to 42 of this supplement.

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...d to page 847 of Tariff.

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

RELATED Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND	Elkins	Elkton	Erwin	Franklin City	Frederick	Geneva	Glens Falls	Gloversville	Grafton	Grafton	Greenwood	Hagerstown	Harrisburg	Hendricks	Hilton	Houlton	Hudson	Johnsonburg	Jonathan	Lewistown	Ligonier	Long Branch
Western Stations shown on pages 99 to 98, inc., of Tariff, as amended, taking Rate Basis:																						

APPLY RATE BASIS NUMBERS (For Rates see Section 1, pages 267 to 340 of Tariff, as amended)

COLORADO

	283	301	295	327	306	294	323	322	336	283	325	301	315	294	286	310	329	287	287	298	290	325
	283	291	286	317	296	284	313	312	326	273	315	291	295	284	276	304	319	277	277	288	280	315
	293	304	298	329	309	298	328	327	340	284	328	304	308	295	288	308	325	287	289	301	291	328
	327	335	327	357	338	328	356	356	369	313	356	333	337	325	319	427	354	320	319	329	321	356
	280	299	293	323	304	293	324	323	337	279	323	299	303	291	284	304	320	288	285	296	287	323
	314	324	318	348	329	319	347	347	360	304	347	324	328	316	310	418	345	312	310	320	312	347
	304	313	307	338	318	307	337	337	349	294	337	313	317	306	300	408	333	302	299	310	302	337
	314	324	318	348	329	319	347	347	360	304	347	324	328	316	310	418	345	312	310	320	312	347
	294	304	298	328	309	300	328	327	341	284	328	304	308	296	288	408	326	293	290	301	292	328
	289	299	293	323	304	295	324	323	337	279	323	299	303	291	284	394	320	288	285	296	287	323
	300	310	304	336	315	303	332	331	345	290	334	310	314	302	295	402	329	295	295	307	299	334
	304	314	308	338	319	310	338	338	351	294	338	314	318	306	298	410	336	303	300	311	302	338
	300	310	304	335	316	305	334	332	347	290	334	310	314	302	295	408	330	298	296	307	299	334
	304	314	308	338	319	310	338	338	351	294	338	314	318	306	298	420	336	303	300	311	302	338
	306	316	310	340	322	311	339	339	352	296	339	316	320	308	302	411	337	304	2	313	304	339
	294	304	298	328	309	301	329	329	342	284	328	304	309	296	287	401	327	294	290	302	292	329
	298	308	302	332	313	305	333	333	346	288	333	308	312	300	291	405	331	298	294	306	296	333
	293	303	297	327	308	294	323	322	336	283	325	301	305	294	286	393	320	287	287	298	290	325
	314	324	318	348	329	319	347	347	360	304	347	324	328	316	310	418	345	312	310	320	312	347
	294	304	298	328	309	299	328	327	340	284	328	304	308	296	288	398	326	293	290	301	292	328

IOWA

	182	192	184	216	195	183	212	210	222	171	212	190	195	184	178	290	209	176	176	187	178	210
	207	222	212	252	229	207	234	239	253	199	241	220	224	210	207	314	239	202	203	213	205	241
	210	225	215	255	232	215	240	241	262	203	249	223	228	213	207	325	243	205	207	220	208	249
	215	230	220	260	237	220	245	246	267	208	254	228	233	217	212	332	248	210	212	225	213	249
	216	232	222	262	239	223	244	246	264	208	249	227	231	218	213	327	245	207	207	221	211	242
	210	220	214	254	231	215	244	244	262	203	247	224	227	213	207	329	240	202	202	215	207	239
	175	183	177	210	187	174	202	200	214	164	202	183	188	177	172	271	199	168	168	178	170	200
	182	190	184	216	195	183	212	210	222	171	212	190	195	184	178	280	206	176	176	187	178	210
	194	204	196	232	210	197	223	221	236	183	226	204	208	196	191	299	219	188	188	199	190	223
	217	227	221	260	237	221	247	246	266	210	254	231	234	221	215	334	247	213	213	225	215	253
	210	220	214	254	231	215	244	244	262	203	247	224	227	213	207	329	240	202	202	215	207	239
	196	206	200	236	212	204	232	231	245	189	231	207	212	199	193	309	224	190	190	199	192	224
	203	213	207	248	221	208	240	238	256	196	242	216	221	207	199	317	240	204	204	213	205	241
	188	196	190	223	200	186	216	213	229	177	217	190	195	186	180	285	212	176	176	187	178	210
	199	208	202	235	211	200	231	229	244	189	231	207	212	202	196	302	229	194	194	205	196	231
	174	182	176	209	186	174	204	201	215	163	202	182	187	176	171	271	201	168	168	178	170	200
	207	218	211	245	223	208	237	236	253	196	239	218	220	210	204	314	237	201	201	213	203	241
	189	197	191	223	201	187	217	214	229	178	217	192	195	187	180	284	213	178	178	189	180	213
	207	218	211	245	223	208	239	236	253	196	239	218	220	210	204	314	237	201	201	213	203	241
	172	179	174	207	184	171	199	197	211	161	200	179	183	174	167	268	198	165	165	175	167	200
	196	207	200	233	211	197	227	224	237	187	229	207	212	200	193	302	224	190	190	201	193	226
	196	174	168	201	178	165	194	192	206	155	194	174	177	168	162	262	192	159	159	168	160	192
	183	190	184	218	195	183	210	209	221	172	211	190	194	183	177	284	207	173	173	183	175	207
	196	206	200	232	209	196	224	222	237	185	224	201	207	196	190	296	219	185	185	196	188	221
	199	210	204	238	216	197	227	227	242	189	230	210	215	202	196	306	227	192	192	203	195	229
	193	202	196	230	208	189	221	219	234	182	222	202	206	193	187	303	224	189	189	198	190	223
	178	187	180	214	191	178	208	206	218	167	207	187	190	178	171	278	205	173	173	182	173	210
	199	208	202	237	211	200	231	229	244	189	231	207	212	202	196	306	226	192	192	203	196	231
	196	187	181	223	201	187	217	214	229	178	217	192	195	187	180	287	213	178	178	189	180	213
	178	186	180	214	191	179	209	207	219	167	208	186	190	180	173	278	205	173	173	184	175	211
	164	172	166	196	176	163	191	189	202	153	191	172	176	166	162	258	190	159	159	167	160	194
	210	220	214	250	225	211	247	246	262	203	247	224	227	213	207	329	240	202	202	215	207	239
	213	200	194	230	208	201	234	232	246	196	234	210	214	202	196	306	227	192	192	203	196	231
	224	247	239	276	244	224	257	256	274	217	261	237	241	224	217	341	254	214	214	227	217	257

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS. (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Elkins W. Va.	Elkton Va.	Erwin W. Va.	Franklin City Va.	Frederick Md.	Geneva N. Y.	Glens Falls N. Y.	Globersville N. Y.	Grafton Mass.	Grafton W. Va.	Greenwood Del.	Hagerstown Md.	Harrisburg Pa.	Hendricks W. Va.	Hinton W. Va.	Houlton Me.	Hudson N. Y.	Johnsonburg Pa.	Johnstown Pa.	Lewistown Pa.	Ligonier Pa.	Long Branch N. J.
IOWA Conc.																						
Van Wert	199	208	202	235	211	200	231	229	244	189	231	207	212	202	196	302	228	194	195	205	195	
Washington	174	182	175	209	186	174	204	201	215	163	202	182	187	176	171	271	200	166	167	179	168	
Waterloo	187	195	188	221	199	185	213	212	226	176	216	195	198	189	185	284	210	179	180	190	181	
Waukon	183	190	185	218	195	180	210	209	221	172	211	190	194	185	180	280	207	173	176	186	177	
Webster	178	185	180	213	190	178	208	206	218	167	207	185	189	180	175	274	205	171	172	182	173	
KANSAS																						
Anthony	251	261	256	290	266	257	286	286	301	241	285	261	266	254	247	362	284	250	248	258	250	
Arkansas City	245	255	249	284	259	251	280	281	295	235	279	255	259	247	241	360	277	245	241	253	244	
Atchison	210	223	217	252	229	218	250	247	265	201	249	223	228	213	207	328	246	211	208	220	210	
Barnard	250	260	255	284	266	257	285	285	298	240	284	260	265	253	246	358	283	249	247	257	249	
Barnes	224	244	233	275	244	237	263	269	286	217	266	240	247	227	221	350	263	227	224	240	227	
Baxter Springs	228	238	232	269	243	236	265	265	283	218	264	238	244	230	225	347	261	229	224	237	226	
Bazar	224	244	233	275	244	237	266	269	286	217	266	240	247	227	221	352	266	227	224	240	227	
Bazine	263	273	267	296	277	268	297	298	310	253	296	273	276	265	257	368	294	261	258	269	261	
Bellaire	249	260	252	290	265	255	284	282	298	239	284	259	264	251	246	362	280	248	245	257	246	
Beloit	246	256	250	284	260	251	280	279	295	236	279	256	259	248	240	358	277	246	241	253	244	
Belvidere	266	275	269	300	280	273	301	300	314	256	300	275	280	267	259	372	298	266	260	274	263	
Brownell	263	273	267	296	277	268	297	298	310	253	296	273	276	265	257	368	294	261	258	269	261	
Bucklin	266	275	269	300	280	273	301	300	314	256	300	275	280	267	259	372	298	266	260	274	263	
Burr Oak	255	265	258	290	269	259	288	287	301	245	288	265	268	257	250	360	285	253	249	261	252	
Caldwell	251	261	256	287	266	257	286	286	299	241	285	261	266	254	247	362	284	250	248	258	250	
Cherryvale	221	240	229	272	244	234	263	265	283	213	263	237	244	224	218	350	263	224	221	237	223	
Coffeyville	225	240	233	275	266	237	263	269	286	231	266	240	247	227	220	350	263	227	224	237	227	
Colby	275	285	279	309	290	283	311	310	324	266	309	285	290	277	268	382	308	275	271	284	273	
Concordia	231	250	239	281	250	244	269	275	292	224	272	247	253	234	227	355	269	234	237	250	233	
Dodge City	268	278	272	302	284	275	303	302	316	258	302	278	283	270	263	374	300	267	265	275	266	
Eastborough	285	295	289	319	300	293	320	320	334	275	319	295	300	287	278	392	318	285	281	293	283	
Emporia	221	240	229	272	240	234	260	265	283	213	263	237	244	224	217	347	260	224	221	234	223	
Englewood	275	285	289	310	290	283	311	310	324	266	310	285	290	277	269	382	308	275	270	284	273	
Eureka	224	244	233	275	247	237	266	269	286	217	266	240	247	227	221	352	266	227	224	240	227	
Fort Scott	213	231	223	263	234	227	253	259	277	207	257	227	234	217	207	341	253	217	213	227	216	
Fort Scott #3	207	224	212	257	227	217	247	249	268	1no	247	221	227	210	199	336	247	207	203	221	205	
Fowler	274	284	277	308	288	280	309	308	322	264	308	284	288	275	268	380	306	274	269	281	272	
Frankfort	221	240	229	272	240	234	260	265	283	213	263	237	244	224	217	347	260	224	221	234	223	
Fredonia	224	244	233	275	244	237	266	269	286	217	266	240	247	227	218	350	266	227	224	237	227	
Galatia	256	266	259	290	270	261	290	289	303	246	289	266	269	257	250	365	287	255	251	263	254	
Garden City	275	285	279	309	290	283	311	310	324	266	309	285	290	277	268	382	308	275	271	284	273	
Garnett	213	231	223	263	237	227	257	259	277	207	257	231	237	217	210	344	257	217	213	231	216	
Goodland	283	293	288	319	299	288	318	317	331	273	318	294	298	284	278	388	315	280	279	291	281	
Harper	251	261	256	286	266	257	286	286	299	241	285	261	266	254	247	362	284	250	248	258	250	
Haven	257	267	261	293	273	264	293	291	305	248	291	257	271	259	253	365	289	257	254	265	255	
Herington	229	244	233	275	247	237	266	269	286	219	269	240	247	231	221	352	266	227	227	240	230	
Hiawatha	250	260	255	287	266	257	285	289	298	240	284	260	265	253	246	362	283	249	247	257	249	
Horace	284	294	288	318	299	290	319	318	331	275	318	294	298	286	277	390	316	284	280	291	282	
Horton	213	234	223	262	234	224	253	256	274	207	257	227	237	217	207	337	253	213	213	227	216	
Hutchinson	241	253	246	284	257	248	276	278	295	231	275	251	257	244	237	360	275	240	238	250	240	
Iola	217	237	226	269	240	231	260	262	280	210	260	234	240	221	213	347	260	221	217	234	219	
Jetmore	266	275	269	299	280	271	300	299	313	256	299	275	279	267	260	371	297	265	261	273	263	
Kiowa	258	268	262	293	274	265	293	292	306	248	293	268	273	260	254	365	290	257	254	266	256	
Kirwin	254	264	258	290	268	259	288	287	301	244	287	264	267	256	248	365	285	253	249	260	252	
Larned	257	266	260	293	271	263	291	290	304	247	290	266	270	258	251	365e	288	256	253	264	254	
Lawrence	210	231	219	262	231	224	253	256	274	203	253	227	234	213	207	337	253	213	210	227	213	
Leavenworth	210	223	217	252	229	218	250	247	265	201	249	223	228	213	203	325	246	211	208	220	210	
Leoti	266	275	269	299	280	271	300	299	313	256	299	275	279	267	260	371	297	265	261	273	263	
Liberal	279	289	283	313	294	285	314	313	327	269	313	289	293	281	275	384	311	278	275	286	277	
Lost Springs	229	244	233	275	247	237	266	269	286	219	266	240	247	230	221	352	266	227	224	240	227	

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SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 98, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Elkins W. Va.	Elkton Va.	Erwin W. Va.	Franklin City Va.	Frederick Md.	Geneva N. Y.	Glens Falls N. Y.	Gloversville N. Y.	Grafton Mass.	Grafton W. Va.	Greenwood Del.	Hagerstown Md.	Harrisburg Pa.	Hendricks W. Va.	Hinton W. Va.	Houlton Me.	Hudson N. Y.	Johnsonburg Pa.	Johnstown Pa.	Lewistown Pa.	Ligonier Pa.	Long Branch N. J.
KANSAS—Conc.																						
ucas	247	257	250	287	261	253	281	281	298	237	280	257	260	248	241	362	278	246	243	254	245	281
anhattan	221	240	229	272	244	234	263	265	283	213	263	237	244	226	217	350	262	224	221	237	223	266
anter	284	294	288	318	299	291	320	319	332	275	318	294	299	286	277	391	317	284	280	293	282	319
orton	261	273	266	298	277	267	297	296	310	251	297	273	276	264	257	368	294	260	257	269	260	297
akley	278	285	279	309	290	283	311	310	324	266	309	285	290	277	268	382	308	275	271	284	278	310
beriin	267	278	271	304	284	274	303	302	316	257	303	278	283	269	264	374	300	266	263	275	265	303
aborne	246	257	250	287	260	251	280	281	298	236	281	256	260	248	240	362	278	245	241	253	244	284
ttawa	213	234	223	265	234	227	253	259	277	207	257	227	237	217	210	340	253	217	213	227	216	260
ola	210	231	219	261	231	224	253	256	274	203	253	227	234	213	207	336	253	213	210	227	213	257
ttsburg	213	234	223	266	237	231	257	259	277	207	257	231	237	217	210	344	257	221	213	231	216	263
ainville	257	267	261	293	273	264	293	291	305	248	291	267	271	259	253	365	289	257	254	265	255	291
att	257	266	260	290	271	263	293	290	305	247	290	266	271	258	249	365	289	257	251	265	254	291
Francis	281	290	285	316	295	284	312	311	325	271	314	290	294	284	277	383	309	276	276	287	279	314
lina	234	250	239	281	250	244	269	275	292	224	272	247	253	236	229	355	269	234	231	244	233	275
tanta	275	285	279	309	290	283	311	310	324	266	309	285	290	277	268	382	308	275	271	284	278	31
ott City	275	285	279	309	290	283	311	310	324	266	309	285	290	277	268	382	308	275	271	284	273	310
very	227	247	236	278	247	240	269	272	289	221	269	244	250	231	221	352	269	231	227	240	230	272
ckton	251	263	256	293	266	257	286	287	301	241	285	261	266	254	248	365	284	250	248	258	259	287
rong City	224	244	233	275	244	237	263	269	286	217	266	234	247	227	217	350	263	227	224	237	227	26
udley	268	276	270	300	281	274	302	301	315	257	300	276	281	268	260	373	299	266	263	275	264	30
peka	213	234	223	266	237	227	257	259	277	207	257	231	237	217	210	344	257	217	213	231	216	26
rkey Creek	281	291	285	315	290	288	317	316	330	271	315	291	296	284	275	386	314	281	277	289	280	316
ughlin	261	271	266	295	276	267	296	296	309	251	295	271	275	264	257	368	293	260	257	268	260	295
keeney	268	275	268	298	279	270	299	298	312	255	298	275	278	266	258	370	296	264	260	271	263	298
auneta	235	247	240	278	250	244	270	275	289	225	269	245	250	237	230	355	269	235	231	244	233	275
hiting	213	221	223	262	234	227	253	259	276	207	257	231	237	203	210	337	253	217	210	227	216	260
ichita	237	250	242	281	253	247	272	278	292	227	275	247	253	239	233	358	272	237	234	247	237	278
lson	246	257	250	287	260	251	280	281	298	236	279	256	260	248	240	360	277	245	241	253	244	281
olf	275	285	279	309	290	283	311	310	324	266	309	285	290	277	268	382	308	275	271	284	273	310
MICHIGAN																						
lumet	207	221	209	245	221	193	221	221	236	199	237	215	219	210	210	298	220	193	199	213	202	234
canaba	172	183	170	207	183	156	185	184	195	161	197	176	177	174	173	251	182	156	162	173	163	198
on Mountain	172	183	170	207	183	156	185	184	195	161	197	176	177	174	173	251	182	156	162	173	163	198
nwood	207	218	209	244	221	193	221	221	232	199	237	215	219	210	207	298	218	191	199	212	202	234
arquette	191	206	190	223	202	173	202	202	213	180	216	196	196	194	196	270	199	175	180	190	184	217
unising	172	183	170	207	183	156	185	184	195	161	197	176	177	174	173	251	182	156	162	173	163	198
uit Ste. Marie	177	187	167	201	178	147	179	178	189	126	191	173	172	179	177	248	176	151	161	169	168	194
dnaw	191	202	190	227	202	176	205	193	214	180	217	196	197	194	193	271	201	176	182	193	183	218
atersmeet	197	206	196	231	208	181	209	208	219	186	222	201	203	199	196	280	206	180	186	198	189	224
MINNESOTA																						
bert Lea	203	219	212	244	224	199	231	233	251	196	242	219	221	207	213	312	217	199	199	213	202	242
ndia	237	260	242	278	253	226	256	256	274	231	269	250	250	240	237	339	253	227	231	244	233	265
mard	227	250	233	272	247	218	247	249	268	221	263	244	244	231	228	333	244	217	224	237	227	257
okston	260	269	252	290	266	243	271	270	285	240	281	260	263	253	251	350	268	243	244	257	246	280
lano	213	237	219	260	234	203	234	236	255	207	253	231	231	217	213	324	234	207	210	224	213	247
reat Lakes	237	260	242	281	253	227	255	259	277	231	272	250	253	241	234	341	253	231	231	247	233	266
luth	217	232	219	256	232	203	231	235	252	209	248	225	230	221	217	313	231	203	210	222	212	244
ndon	234	257	236	275	250	218	247	249	268	224	266	244	247	228	231	336	247	221	224	241	230	260
	231	253	236	275	250	217	247	249	268	224	266	244	247	234	231	336	247	221	224	241	227	257
rmont	210	230	215	256	231	210	237	243	259	203	250	227	231	213	210	324	237	207	207	221	209	250
nbault	207	220	213	251	227	203	231	235	252	199	244	220	223	210	207	313	231	203	203	216	206	244
gus Falls	234	257	239	278	253	226	256	256	274	227	272	247	250	237	234	341	253	227	231	244	233	264
dwood	224	246	226	266	240	210	237	243	262	217	257	237	245	227	224	327	237	210	217	231	219	250
ston	244	266	246	284	260	234	264	262	277	233	278	253	257	247	244	368	269	235	237	250	240	278
nwood	227	250	233	272	247	217	244	249	268	221	263	240	244	231	227	333	244	221	221	237	227	257

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SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Elkins W Va	Elkton Va	Erwin W Va	Franklin City Va	Frederick Md	Geneva N Y	Glens Falls N Y	Gloversville N Y	Grafton Mass	Grafton W Va	Greenwood Del	Hagerstown Md	Harrisburg Pa	Hendricks W Va	Hinton W Va	Houlton Me	Hudson N Y	Johnsonburg Pa	Johnstown Pa	Lewistown Pa	Ligonier Pa
MINNESOTA—Conc.																					
Grand Rapids	227	240	233	269	247	213	244	246	265	221	263	240	240	231	227	333	244	217	221	237	223
Granite Falls	227	247	233	272	244	217	244	249	268	217	263	240	244	231	224	333	244	221	221	237	229
Hackensack	234	257	239	278	253	224	253	256	274	227	269	247	250	237	234	339	250	224	231	244	233
Hinckley	217	232	219	256	232	206	237	235	252	209	248	226	230	221	217	313	234	209	210	222	212
Hornby	224	246	226	266	240	210	237	243	262	217	257	237	237	227	224	327	237	213	217	231	219
International Falls	240	263	242	281	257	228	257	256	274	231	272	250	253	244	239	341	254	227	231	247	238
Little Falls	224	247	229	269	244	213	244	248	265	217	260	237	240	227	224	330	240	217	217	234	219
McGregor	224	247	226	266	240	210	237	243	262	217	257	237	237	227	224	327	237	213	217	231	219
Madelia	217	230	223	257	235	210	240	243	262	209	253	230	232	221	213	324	240	213	210	224	213
Mankato	213	229	219	257	231	207	234	239	257	203	249	226	228	217	210	318	234	208	207	220	209
Marshall	224	247	229	272	244	221	247	252	268	217	263	237	244	227	224	336	247	221	221	234	223
Milaca	221	240	226	266	237	210	237	243	259	210	257	234	237	224	217	327	237	210	213	227	216
Minneapolis	210	226	215	255	229	199	231	233	252	203	247	222	227	213	210	313	227	203	203	219	205
Morris	231	253	236	275	250	221	250	252	271	224	266	244	247	234	231	336	250	224	224	234	227
Norwood	217	233	223	263	237	207	234	239	259	207	253	230	234	221	213	321	234	210	210	227	213
Pipestone	224	247	233	272	244	224	250	256	274	217	263	240	244	227	224	339	250	221	221	234	224
Red Wing	203	215	206	244	219	196	227	227	243	194	239	212	218	207	203	304	226	199	197	210	199
Remer	231	253	233	272	247	217	244	246	265	224	263	240	244	234	231	333	244	217	224	237	227
Rochester	203	212	206	240	218	196	224	225	242	193	234	212	215	207	199	302	224	196	196	208	199
St. Cloud	221	240	226	266	237	210	237	243	262	210	257	234	237	224	217	327	237	210	213	227	216
Sanborn	217	240	226	266	237	213	244	246	265	210	257	234	237	221	217	333	244	213	213	231	216
Spring Valley	196	210	203	237	216	196	224	225	242	190	234	210	213	203	197	302	224	195	195	206	196
Thief River Falls	250	269	252	288	263	243	271	270	285	240	280	260	260	253	251	347	268	243	244	254	245
Virginia	225	250	229	269	244	213	240	244	262	217	260	237	240	231	227	330	240	213	221	234	223
Wadena	231	253	236	275	250	221	250	252	271	224	266	244	247	234	228	336	247	224	224	240	227
Warroad	266	281	267	303	277	257	286	286	296	256	295	273	275	267	266	358	284	257	258	268	261
Walmar	224	247	229	269	240	213	240	246	265	217	263	237	240	227	221	330	240	217	217	234	219
Winona	193	200	193	230	207	186	212	216	231	182	223	200	202	195	190	290	215	187	185	195	186
Winthrop	217	240	226	266	237	210	237	243	262	210	257	234	237	221	217	327	237	213	213	227	216
Worthington	221	240	226	266	240	217	247	246	268	213	244	234	237	224	217	334	247	217	213	231	216
MISSOURI																					
Boonville	188	196	191	224	201	195	222	220	232	177	220	196	200	190	182	295	219	186	184	193	184
Bucklin	188	196	191	224	201	195	222	220	232	177	220	196	200	190	182	295	219	186	184	193	184
Carrollton	196	207	201	235	212	204	232	231	245	187	231	207	211	200	194	309	229	196	194	204	195
Chillicothe	193	201	196	229	207	197	227	224	236	182	226	201	206	195	188	300	225	182	188	198	190
Eldon	193	207	201	234	212	204	232	231	242	185	231	207	211	196	185	305	229	190	193	204	195
Gilmore	168	176	171	205	182	175	202	201	212	157	200	176	182	171	162	272	199	167	164	174	164
Glenwood Jct	178	197	181	215	193	183	212	210	222	167	211	187	191	180	174	284	209	176	174	184	175
Higginsville	198	207	201	234	212	204	232	231	242	187	231	207	211	200	193	305	229	196	194	204	195
Holden	203	215	208	242	220	210	240	239	253	194	239	215	219	207	196	314	237	202	200	211	202
Jefferson City	188	196	191	224	201	195	222	220	232	177	220	196	200	190	182	295	219	186	184	193	184
Kansas City	207	223	215	252	227	218	247	247	265	199	249	221	227	210	199	325	246	210	207	220	209
Kirksville	178	187	181	215	193	183	212	210	222	167	211	187	191	180	174	284	209	176	174	184	175
Labadie	168	176	171	205	182	175	202	201	212	157	200	176	182	171	162	272	199	167	164	174	164
Macon	178	187	181	215	193	183	212	210	222	167	211	187	191	180	174	284	209	176	174	184	175
Mexico	170	184	178	211	189	179	209	207	219	164	208	184	188	177	171	280	206	173	171	180	172
Milan	188	196	191	224	201	195	222	220	232	177	220	196	200	190	182	295	219	186	184	193	184
Moberly	178	187	181	215	193	183	212	210	222	167	211	187	191	180	174	284	209	176	174	184	175
Moscow	168	176	171	205	182	175	202	201	212	157	200	176	182	171	162	272	199	167	164	174	164
St. Joseph	207	223	215	252	227	218	247	247	265	199	249	223	227	210	203	325	246	210	207	220	209
Sedalia	196	207	201	234	212	204	232	231	242	187	231	207	211	200	193	305	229	196	194	204	195
Trenton	198	207	201	234	212	204	232	231	242	187	231	207	211	200	193	305	229	196	194	204	195
Waverly	196	207	201	234	212	204	232	231	242	187	231	207	211	200	193	305	229	196	194	204	195
Windsor	198	207	201	234	212	204	232	231	242	187	231	207	211	200	193	305	229	196	194	204	195

Add to page 347 of Tariff:

SECTION 1½—Continued.

For Governing Classification and Exceptions thereto, see Item No. 51½, page 191 of Tariff, as amended.

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND Western Stations shown on pages 99 to 285, inc., of Tariff, as amended, taking Rate Basis.	Elkins W Va	Elkton Va	Erwin W Va	Franklin City Va	Frederick Md	Geneva N Y	Glens Falls N Y	Gloversville N Y	Grafton Mass	Grafton W Va	Greenwood Del	Hagerstown Md	Harrisburg Pa	Hendricks W Va	Hinton W Va	Houlton Me	Hudson N Y	Johnsonburg Pa	Johnstown Pa	Lewistown Pa	Ligonier Pa	Long Branch N J
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
NEBRASKA																						
Arnon	234	253	242	281	243	240	269	272	289	227	272	260	253	237	231	352	269	231	231	247	233	275
Alliance	293	301	297	328	306	294	323	322	336	283	325	301	305	294	289	393	320	287	287	298	290	325
Auburn	217	237	226	269	240	231	257	262	277	210	260	234	240	221	213	342	257	221	217	234	223	263
Beatrice	224	244	233	275	247	237	263	269	286	217	266	240	247	227	221	350	263	227	224	240	230	269
Belmar	279	298	283	315	294	283	311	310	324	269	313	289	293	281	276	382	308	275	275	286	277	313
Belvidere	231	250	239	281	250	240	269	272	289	224	272	247	253	234	227	355	269	234	231	244	233	275
Bridgeport	293	301	295	327	306	294	323	322	336	283	325	301	305	294	288	393	320	287	287	298	290	325
Broken Bow	255	266	256	293	266	255	284	284	301	245	285	261	266	257	248	362	280	248	248	260	250	287
Burwell	248	263	252	290	266	250	279	281	298	239	281	260	263	250	248	362	278	246	244	255	248	287
Callaway	255	269	256	296	269	257	284	287	304	245	287	266	269	257	248	368	284	250	248	263	250	290
Campbell	240	260	249	287	260	250	275	278	295	234	278	253	260	244	238	360	275	240	240	253	243	284
Columbus	227	247	236	275	250	234	263	265	283	221	266	244	247	231	224	350	263	227	224	240	230	272
Crawford	296	307	299	336	310	297	327	326	340	289	329	305	307	298	296	397	324	291	291	301	293	329
Falls City	213	234	223	266	244	227	253	259	277	207	257	231	237	217	210	338	253	217	213	231	216	260
Fremont	224	243	229	269	244	231	257	262	277	217	263	237	240	227	221	342	257	221	221	234	223	266
Grand Island	237	257	246	284	257	244	269	275	292	231	275	250	257	240	234	355	269	234	234	247	237	278
Hastings	237	257	246	284	257	244	272	275	292	231	275	250	257	240	234	358	272	234	234	250	237	278
Hastings	248	263	252	290	263	250	278	281	298	238	281	260	263	249	245	362	278	244	245	257	245	284
Imperial	290	299	293	325	304	293	320	320	334	280	323	299	303	293	286	392	318	285	285	272	287	323
Kearney	254	266	257	293	267	256	284	284	301	244	286	263	266	256	249	362	281	250	248	259	251	287
Kearney	240	260	249	287	263	250	275	278	295	234	281	257	260	244	237	360	275	240	240	253	243	284
Lincoln	224	244	233	272	244	231	260	262	280	217	263	240	244	227	221	346	260	224	221	237	223	266
Loup City	240	260	249	287	263	247	275	278	295	234	278	257	260	244	239	360	275	240	237	253	240	281
Lyons	224	243	233	272	244	231	257	262	280	217	263	240	244	227	221	342	257	221	221	234	223	266
McCook	266	277	271	303	283	270	290	298	312	258	301	277	281	270	264	370	296	264	263	275	265	301
Moorefield	261	272	265	299	275	264	293	291	307	251	294	270	275	264	259	370	289	257	257	267	259	294
Mullen	274	281	276	307	286	275	303	302	316	264	305	281	285	275	268	374	300	267	267	278	270	305
Nebraska City	217	233	226	263	239	226	253	255	270	210	260	233	237	221	213	332	253	217	217	230	219	260
Newport	217	266	252	290	263	248	276	276	289	237	281	260	263	248	245	352	274	240	240	253	243	278
Norfolk	264	253	239	281	253	234	263	265	283	227	272	247	253	237	231	350	263	231	231	244	233	275
North Platte	266	276	270	302	281	269	288	297	311	257	300	276	280	268	264	370	296	264	263	274	264	300
Omaha	217	233	226	263	237	224	253	255	270	210	257	233	237	221	213	332	253	217	213	230	219	260
Oxford	244	263	249	290	263	250	275	281	298	237	281	257	263	247	241	360	275	240	240	253	243	284
Plainview	234	257	242	281	253	237	263	269	283	227	272	250	253	237	234	350	263	231	231	244	233	275
Pleasanton	245	263	252	290	263	250	278	281	298	237	281	257	263	247	241	355	275	241	240	253	243	284
Ranborn	281	290	285	315	295	284	312	311	325	271	314	290	294	284	277	383	309	276	276	287	279	314
Sargent	251	269	255	286	266	253	284	288	241	284	260	265	254	250	362	279	248	247	247	249	287
Scottsbluff	297	306	300	332	311	311	328	327	340	287	329	306	310	299	293	398	325	293	291	303	294	329
Sidney	288	301	295	327	308	299	323	322	336	283	325	301	305	294	288	393	320	287	287	298	290	325
Stovall	301	310	304	336	315	315	332	331	345	291	334	310	314	303	297	402	329	295	296	307	299	334
Sterling	237	257	246	284	257	248	272	275	292	231	275	253	257	240	234	355	269	234	234	247	237	278
Superior	270	279	273	305	284	284	301	300	315	260	303	279	284	273	266	375	298	267	266	276	267	303
Sutton	234	253	242	284	253	247	272	275	292	227	275	250	257	237	231	358	272	237	234	327	237	278
Syracuse	267	277	271	303	283	283	286	298	312	258	301	277	278	269	265	365	293	260	260	271	263	298
Tallmo	274	286	277	308	287	287	304	303	317	264	306	283	286	275	271	375	301	268	268	279	271	306
Tecumseh	231	250	239	278	250	238	269	270	289	224	269	247	250	234	227	352	266	231	227	244	230	272
NORTH DAKOTA																						
Alice	297	306	299	331	306	297	318	317	330	287	327	304	307	299	298	386	313	289	290	300	292	327
Alice	317	324	318	355	329	316	335	334	348	307	347	324	327	318	318	405	332	310	310	320	312	347
Alice	270	283	277	314	292	276	293	295	308	266	305	284	288	278	276	396	293	267	269	279	272	306
Alice	294	299	296	322	296	274	302	301	315	275	314	291	296	286	283	394	299	276	277	287	280	314
Alice	261	272	265	295	275	264	293	291	307	251	294	270	275	264	259	370	289	257	257	267	259	294

Add to page 347 of Tariff.

SECTION 1—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 166, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Elkins W. Va.	Elkton Va.	Erwin W. Va.	Franklin City Va.	Frederick Md.	Geneva N. Y.	Glens Falls N. Y.	Gloversville N. Y.	Grafton Mass.	Grafton W. Va.	Greenwood Del.	Hagerstown Md.	Harrisburg Pa.	Hendricks W. Va.	Hinton W. Va.	Houlton Me.	Hudson N. Y.	Johnsonburg Pa.	Johnstown Pa.	Lewistown Pa.	Ligonier Pa.	Long Branch N. J.
NORTH DAKOTA—Conc.																						
Conway	259	278	262	297	272	250	279	278	292	250	289	266	270	261	264	355	276	253	255	264	257	28
Crosby	312	324	313	346	324	301	329	329	342	302	338	319	322	314	313	401	327	305	305	315	307	36
Devils Lake	268	281	269	306	280	259	289	288	302	263	298	275	278	270	269	360	286	259	261	271	263	29
Dickinson	303	315	304	340	315	293	320	320	334	293	333	310	313	305	305	392	318	296	296	306	299	33
Drake	277	290	278	315	289	266	295	295	308	267	307	284	287	279	278	366	293	268	269	279	272	30
Fargo	243	263	246	287	260	234	261	262	280	234	278	253	260	245	243	347	260	235	237	250	246	27
Gascoyne	300	311	302	338	314	293	324	323	337	290	330	309	311	302	300	394	320	293	293	304	295	33
Glenullen	294	306	295	332	306	284	312	311	325	284	324	301	304	296	296	383	309	287	287	297	290	33
Grand Forks	256	272	257	293	269	247	275	275	288	246	285	263	266	257	257	352	273	248	248	260	251	28
Grenora	324	338	325	362	336	314	343	341	356	314	354	330	334	326	327	413	339	317	317	327	319	35
Hannaford	257	272	258	296	268	247	275	275	289	247	287	266	269	258	257	355	273	248	249	260	252	28
Hannah	274	288	275	311	285	265	293	292	306	264	303	280	284	275	277	365	290	266	268	277	272	30
Hansboro	276	289	277	314	288	267	297	296	310	266	306	284	288	278	277	368	294	267	269	279	272	30
Havana	246	266	249	290	263	239	267	267	283	237	281	253	263	248	245	350	265	238	240	253	243	27
Hazen	297	308	298	335	309	286	315	314	328	287	327	304	307	299	298	385	312	289	290	300	292	32
Hillsboro	249	269	252	290	266	239	268	269	286	240	281	260	263	251	249	350	266	241	243	257	245	27
Jamestown	259	275	260	297	272	248	277	277	292	249	289	266	269	261	259	355	275	251	253	263	254	28
Kenmare	299	312	300	335	311	288	317	316	330	289	327	306	309	301	301	387	314	293	293	302	294	33
Killdeer	308	319	310	347	320	298	327	326	340	298	338	316	319	310	308	397	324	301	302	312	304	33
Lake Williams	273	284	273	310	284	260	290	289	303	263	302	279	283	275	274	362	287	265	266	275	267	30
Lansford	295	308	296	333	307	285	314	313	327	285	325	302	305	297	298	384	311	288	289	298	291	33
Leeds	274	286	275	311	285	265	294	293	307	264	303	280	284	275	275	365	291	266	266	276	269	30
Marmarth	308	320	311	348	324	301	333	332	346	298	340	318	320	310	308	403	329	301	300	313	303	34
Max	289	302	290	327	301	278	307	306	320	279	319	296	299	291	293	377	304	281	283	293	284	31
Minot	289	302	290	327	301	278	307	306	320	279	319	296	299	291	293	377	304	281	283	293	284	31
Moffit	279	291	280	317	291	268	297	296	310	269	309	286	289	281	280	367	294	271	273	283	274	30
Neche	275	289	276	312	286	266	294	293	307	265	304	281	284	276	277	365	291	266	267	277	270	30
New England	303	315	304	340	315	293	320	320	334	293	333	310	313	305	305	392	318	296	296	306	299	33
New Leipzig	291	301	293	329	304	287	316	315	329	281	320	299	301	293	290	386	313	284	284	294	287	32
New Rockford	266	278	267	303	277	255	284	282	296	256	295	273	275	263	266	360	280	257	257	267	260	29
Oakes	251	269	252	290	264	239	269	269	283	241	281	260	263	254	251	350	266	244	244	257	245	28
Omemee	286	298	287	324	298	276	305	305	318	276	316	293	296	288	287	375	302	278	279	289	281	31
Pembina	268	284	269	306	280	259	288	287	301	258	298	275	278	270	271	360	285	260	261	271	263	29
St. John	279	291	280	317	291	269	298	297	311	269	309	286	289	281	279	368	295	270	273	283	274	30
Sanish	302	315	303	339	314	291	320	319	332	293	332	309	312	304	305	391	317	294	295	305	297	33
Sarles	279	293	280	317	291	270	300	299	313	269	309	286	289	281	280	371	297	270	273	283	274	30
Sherwood	299	312	300	337	311	289	318	317	331	289	329	306	309	301	302	388	315	293	293	302	295	32
Shields	281	291	283	319	294	277	306	305	319	271	311	289	291	284	280	376	303	274	275	284	277	31
Steele	270	281	271	308	283	259	288	287	301	260	300	277	280	273	270	362	285	261	263	274	265	30
Streeter	270	281	271	308	283	259	288	287	301	260	300	277	280	273	270	358	285	261	263	274	265	30
Turtle Lake	283	295	283	320	294	271	300	299	313	273	312	289	293	284	283	371	297	274	275	284	276	31
Valley City	254	269	255	293	266	241	271	272	286	244	284	263	266	256	254	352	268	246	247	257	249	28
Wahpeton	243	260	243	281	257	233	261	260	277	233	275	250	253	245	243	344	258	235	236	247	237	27
Walhalla	279	294	280	317	291	270	299	298	312	269	309	286	289	281	282	370	296	271	273	283	274	30
Watford City	324	338	325	362	336	314	343	341	356	314	354	330	334	326	327	413	339	317	317	327	319	35
White Earth	306	318	307	340	318	295	324	323	337	296	333	313	316	308	307	394	320	299	299	309	301	33
Williston	312	324	313	346	324	301	329	329	342	302	338	319	322	314	313	401	327	305	305	315	307	34
Wilton	284	296	286	322	296	274	302	301	315	275	314	291	294	286	286	373	299	276	277	287	280	31
Wishek	270	281	271	308	283	259	288	287	301	260	300	277	280	273	270	358	285	261	263	274	265	30

Add to page 347 of Tariff: SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND Western Stations shown on pages 99 to 296, inc., of Tariff, as amended, taking Rate Basis:	W Va Elkins	Va Elkton	W Va Erwin	Va Franklin City	Md Frederick	N Y Geneva	N Y Glens Falls	N Y Gloversville	Mass Grafton	W Va Grafton	Del Greenwood	Md Hagerstown	Pa Harrisburg	W Va Hendricks	W Va Hinton	Me Houlton	N Y Hudson	Pa Johnsonburg	Pa Johnstown	Pa Lewistown	Pa Ligonier	N J Long Branch
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
SOUTH DAKOTA																						
Aberdeen	248	266	252	290	263	244	273	271	286	238	281	260	263	250	247	352	269	240	240	257	244	277
Belle Fourche	310	312	303	339	316	298	328	326	340	291	334	311	313	303	300	398	325	293	293	304	286	334
Belvidere	273	283	276	310	286	263	298	297	311	263	303	281	284	275	270	368	295	265	266	276	267	303
Bristol	241	263	246	287	260	236	265	265	280	234	278	257	260	244	241	347	261	235	237	250	240	272
Chamberlain	245	263	249	290	263	244	269	275	289	237	281	257	263	247	241	355	269	240	240	253	243	281
Conata	284	293	286	320	297	280	305	308	322	274	314	293	294	285	281	380	306	275	276	287	279	314
Cottonwood	286	294	288	322	299	283	311	310	324	276	316	294	296	288	284	382	308	277	280	289	282	316
Deadwood	297	306	300	334	311	293	322	321	335	287	328	306	308	299	294	393	319	289	290	301	292	328
Edgemont	306	315	309	343	320	304	333	332	346	296	338	315	318	308	303	403	329	299	299	311	300	338
Fairfax	254	272	259	296	269	253	280	284	298	244	287	266	269	256	250	352	278	247	248	260	250	290
Faith	296	307	298	334	311	291	320	319	332	286	326	304	306	295	296	391	317	288	290	299	292	326
Faulkton	255	269	256	294	269	250	280	278	293	245	286	264	266	257	256	355	277	248	248	259	253	286
Gettysburg	260	275	261	299	274	257	287	286	300	250	293	268	273	263	261	360	284	255	255	266	257	293
Grenville	256	269	257	293	267	246	275	273	287	246	285	263	266	257	256	352	271	248	248	258	251	285
Highmore	255	269	256	293	266	251	280	279	293	245	285	263	266	257	256	358	277	248	248	258	250	285
Hoven	240	260	241	284	260	237	264	269	286	234	275	253	257	244	240	350	260	237	234	250	237	275
Isabel	285	295	287	323	298	281	310	309	322	275	315	293	295	287	284	381	307	277	278	288	281	315
Lemmon	291	302	293	329	304	284	315	314	328	281	320	299	301	293	291	385	312	284	284	294	286	320
Madison	231	253	236	275	250	227	257	259	277	224	269	244	247	234	227	344	257	227	227	240	230	269
Mafra	271	281	273	309	284	267	296	296	309	261	301	279	281	274	270	366	293	264	265	275	267	301
Milbank	234	257	239	278	253	225	254	256	274	227	272	247	250	237	234	341	253	227	231	244	233	266
Mitchell	234	257	242	281	253	234	260	265	283	227	272	250	253	237	234	347	260	231	231	244	233	272
Mobridge	271	281	273	309	284	267	296	296	309	261	301	279	281	274	270	366	293	264	265	275	267	301
Newlin	279	288	280	315	291	276	305	305	318	269	310	286	290	281	277	375	302	271	273	284	274	310
Onanka	290	298	292	326	303	286	315	314	328	280	320	298	300	293	287	385	312	281	284	293	285	320
Pierre	266	276	267	303	277	265	293	292	306	257	298	273	278	268	267	364	290	260	259	271	262	298
Platte	244	263	249	287	263	240	269	272	289	237	278	257	260	247	249	355	269	240	237	253	240	281
Rapid City	293	302	296	329	307	289	318	317	331	284	324	302	304	295	290	388	315	285	286	297	289	324
Redfield	244	266	249	287	263	240	268	269	286	250	281	257	260	247	245	352	266	240	240	253	243	278
Sioux Falls	227	245	233	272	247	224	253	256	274	221	263	240	244	231	224	338	253	224	224	237	227	266
Vivian	257	272	260	296	272	255	284	282	298	248	288	266	269	259	256	362	280	250	249	263	253	288
Watertown	234	257	239	281	253	231	257	262	277	227	272	247	253	237	234	344	257	231	231	244	233	269
Winner	261	275	263	300	277	260	290	289	304	251	293	273	273	264	260	368	287	256	257	266	259	293
Yankton	231	253	236	278	250	231	257	262	280	224	269	247	250	234	227	344	257	227	227	240	230	269

WISCONSIN (For Rate Basis Numbers, see pages 38 to 42 of this supplement)

WYOMING (For Rate Basis Numbers, see pages 38 to 42 of this supplement)

(Add to page 347 of Tariff)

SECTION 1½—Continued

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis	Lynchburg Va	Madrawaska Me	Malone N Y	Mars Hill Me	Marybill W Va	Middletown N Y	Midway Va	Mineola N Y	Montauk N Y	New York N Y	Norfolk Va	Oakfield Me	Ogdensburg N Y	Olean N Y	Oneonta N Y	Patchogue N Y	Petersburg W Va	Philadelphia Pa	Pierrefield N Y	Pig Point Va	Pittsfield Mass	[illegible] N Y
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
COLORADO																						
[illegible]	401	414	416	402	402	324	396	341	345	324	322	385	315	287	310	346	302	317	315	330	320	3
[illegible]	393	405	396	393	393	314	386	321	335	314	312	376	305	277	300	325	293	307	305	320	310	3
Holyoke	409	419	420	407	403	327	399	334	348	327	324	390	319	291	318	338	305	320	319	332	326	3
Brandt	332	418	349	436	333	356	338	363	377	356	354	419	348	320	344	367	334	348	348	361	354	3
[illegible] Wells	396	415	417	403	399	322	394	329	343	322	317	385	316	288	311	333	300	315	316	327	320	3
[illegible] Springs	423	439	440	427	424	347	329	354	368	347	344	410	339	312	335	358	325	339	339	352	345	3
Crest	418	427	429	415	414	336	318	343	357	336	334	398	328	300	323	347	314	329	328	342	333	3
Denver	423	439	440	427	424	347	329	354	368	347	344	410	339	312	335	358	325	339	339	352	345	3
[illegible]	401	421	422	409	404	327	399	334	348	327	322	392	320	293	318	338	305	320	320	330	326	3
Rudy	396	415	417	403	399	322	394	329	343	322	317	386	316	288	311	333	300	315	316	325	320	3
[illegible]	420	423	425	411	410	333	315	340	354	333	330	394	324	296	319	344	311	326	324	338	329	3
La Junta	411	431	432	419	414	337	319	344	358	337	332	402	330	303	326	348	315	329	330	340	336	3
Limon	399	427	427	413	410	333	315	340	354	333	329	396	326	298	320	344	311	326	326	337	330	3
Lycan	411	431	432	419	414	337	319	344	358	337	332	402	330	303	326	348	315	329	330	340	336	3
Pueblo	415	432	433	420	416	338	321	345	359	338	336	403	332	304	327	349	317	332	332	344	337	3
[illegible]	401	422	423	410	404	328	309	335	349	328	322	393	322	293	317	339	305	320	322	330	327	3
Rush	423	439	440	427	424	347	329	354	368	347	344	410	339	312	335	358	325	339	339	352	345	3
Sterling	401	414	416	402	402	324	396	331	345	324	322	385	315	287	310	335	302	317	315	330	320	3
Trinidad	423	439	440	427	424	347	329	354	368	347	344	410	339	312	335	358	325	339	339	352	345	3
Wellsville	402	419	420	407	404	327	399	334	348	327	323	390	320	293	315	338	305	320	320	331	325	3
IOWA																						
[illegible]	193	201	206	280	193	215	196	222	236	215	210	272	205	176	198	226	191	207	205	218	209	2
[illegible]	227	237	238	323	213	237	225	247	261	240	246	306	227	202	224	251	221	232	231	254	235	2
[illegible]	226	244	239	332	217	248	228	255	268	248	248	315	239	207	232	259	224	240	239	256	243	2
Audubon	228	244	239	332	221	248	231	255	269	248	248	315	239	207	232	259	227	240	239	256	243	2
[illegible]	241	256	247	331	247	247	232	258	272	251	246	317	237	207	234	262	224	243	240	256	246	2
[illegible]	227	244	239	332	213	247	229	255	269	248	248	315	237	207	232	259	224	240	238	256	243	2
Cedar Rapids	187	202	196	280	186	204	188	211	225	204	205	263	195	166	188	215	181	196	195	213	199	1
[illegible]	193	201	206	280	193	215	196	222	236	215	210	272	205	176	198	226	191	207	205	218	209	2
[illegible]	205	216	215	294	203	218	200	231	245	224	229	287	213	187	209	235	205	218	213	231	220	2
[illegible]	234	255	247	343	221	250	236	264	278	257	260	326	247	213	237	268	231	250	244	268	250	2
[illegible]	231	250	244	338	217	250	232	260	274	253	253	321	240	210	238	264	224	245	244	261	250	2
Corydon	212	230	227	318	203	231	212	238	252	231	230	301	227	196	219	242	208	223	227	238	229	2
[illegible]	222	238	232	326	210	241	221	248	262	241	242	309	232	203	226	252	217	233	232	249	238	2
[illegible]	200	206	210	294	199	219	201	226	240	219	218	277	206	179	201	230	197	211	208	226	212	2
[illegible]	212	223	223	311	207	236	212	237	251	230	230	294	223	193	217	241	208	222	223	238	228	2
[illegible]	185	202	197	280	185	205	187	212	226	205	201	263	197	165	189	216	183	197	197	209	200	2
[illegible]	221	235	231	323	210	240	223	247	261	240	240	306	231	202	224	251	219	232	231	248	235	2
[illegible]	199	208	210	296	199	218	202	225	239	218	217	279	210	179	202	229	198	210	210	225	213	2
[illegible]	221	235	231	323	210	240	223	247	261	240	240	306	231	199	24	251	217	232	231	248	235	2
[illegible]	189	289	193	277	183	200	184	207	221	200	201	269	193	183	185	211	180	193	193	209	196	1
[illegible]	209	216	219	304	203	228	212	235	249	228	228	287	219	189	212	239	208	220	219	236	223	2
[illegible]	178	283	187	271	177	196	179	203	217	196	196	254	186	157	197	207	175	188	186	204	190	1
[illegible]	196	201	205	289	193	213	195	220	234	213	212	272	203	174	197	224	191	206	202	220	207	2
[illegible]	208	216	219	304	199	226	210	233	247	226	227	287	219	187	210	237	206	218	219	235	221	2
[illegible]	211	222	221	310	207	224	215	237	251	230	232	293	219	193	215	241	211	222	219	240	226	2
[illegible]	201	214	213	302	199	217	207	229	243	222	224	285	211	185	207	233	204	215	211	232	218	2
[illegible]	196	197	200	285	189	208	192	216	230	209	208	268	199	169	194	220	188	201	199	217	202	2
[illegible]	212	223	223	311	207	230	212	237	251	230	230	294	223	193	217	241	208	222	223	238	228	2
[illegible]	196	206	210	296	196	218	202	225	239	218	217	279	210	179	202	229	198	210	210	225	213	2
[illegible]	189	240	191	217	251	210	207	229	201	172	195	221	187	202	201	215	200	2
[illegible]	173	180	175	258	173	193	177	201	215	194	194	251	184	155	177	203	173	186	184	202	188	1
[illegible]	211	220	214	302	203	230	212	236	251	230	230	294	223	193	217	241	208	222	223	238	228	2
[illegible]	196	206	210	296	196	218	202	225	239	218	217	279	210	179	202	229	198	210	210	225	213	2
[illegible]	189	240	191	217	251	210	207	229	201	172	195	221	187	202	201	215	200	2
[illegible]	173	180	175	258	173	193	177	201	215	194	194	251	184	155	177	203	173	186	184	202	188	1
[illegible]	211	220	214	302	203	230	212	236	251	230	230	294	223	193	217	241	208	222	223	238	228	2
[illegible]	196	206	210	296	196	218	202	225	239	218	217	279	210	179	202	229	198	210	210	225	213	2
[illegible]	189	240	191	217	251	210	207	229	201	172	195	221	187	202	201	215	200	2
[illegible]	173	180	175	258	173	193	177	201	215	194	194	251	184	155	177	203	173	186	184	202	188	1
[illegible]	211	220	214	302	203	230	212	236	251	230	230	294	223	193	217	241	208	222	223	238	228	2
[illegible]	196	206	210	296	196	218	202	225	239	218	217	279	210	179	202	229	198	210	210	225	213	2
[illegible]	189	240	191	217	251	210	207	229	201	172	195	221	187	202	201	215	200	2
[illegible]	173	180	175	258	173	193	177	201	215	194	194	251	184	155	177	203	173	186	184	202	188	1

...to page 541 of Tariff

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 81½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis

AND

Western Stations shown on pages 99 to 136 inc., of Tariff as amended, taking Rate Basis

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 26 to 340 of Tariff, as amended)

	Va Lynchburg	Me Madawaska	N Y N Y	Me Maine	W Va Mars Hill	N Y Merrihill	N Y Middleton	Va Midway	N Y Monroe	N Y Montauk	N Y New York	Va Norfolk	Me Oakfield	N Y Ogdensburg	N Y Olean	N Y Oswego	N Y Petersburg	W Va Philadelphia	Pa Piercefield	N Y Pt Point	Va Portsmouth	Mass Port Jervis	N. Y.
IOWA Conc																							
Fort Wert	212	323	224	311	207	230	212	237	251	230	230	294	223	193	217	241	208	222	223	238	228	226	
Washington	185	292	197	280	185	205	187	212	226	205	201	263	197	165	189	216	183	197	197	209	200	200	
Waterloo	199	305	207	293	196	216	200	223	237	216	216	276	207	178	200	227	196	208	207	224	210	211	
Watson	165	301	205	289	194	213	195	220	234	213	212	272	200	174	197	224	191	206	207	220	207	208	
Webster	186	293	200	283	189	209	190	216	230	209	206	266	200	171	196	220	186	201	200	216	205	204	
KANSAS:																							
Anthony	260	383	279	371	261	284	266	291	305	284	281	354	278	250	274	295	263	277	278	289	284	280	
Arkansas City	255	381	275	369	255	278	260	288	302	281	275	352	273	245	269	292	258	272	273	283	278	276	
Atchison	226	346	242	334	223	248	228	255	269	248	244	317	241	213	235	259	224	240	247	252	246	250	
Barnard	248	379	278	367	269	244	265	291	305	284	279	350	277	249	273	295	261	276	247	287	283	279	
Barnes	244	371	263	359	241	269	245	279	293	272	268	342	257	227	257	283	237	262	267	274	266	268	
Barter Springs	238	368	260	356	238	263	243	273	287	266	260	339	257	229	253	277	239	257	260	268	253	260	
Bazar	244	373	266	361	231	269	245	279	293	272	266	344	260	227	257	283	237	263	268	274	269	268	
Baxter	270	389	290	377	273	295	278	302	316	295	291	360	289	261	286	306	274	288	289	298	294	291	
Bazaar	260	383	278	371	259	283	264	291	305	284	280	354	275	248	270	295	260	275	278	288	281	278	
Beloit	254	379	274	367	256	278	261	288	302	281	276	350	273	245	267	292	257	271	278	283	277	275	
Belvidere	274	393	294	381	275	299	280	306	320	299	294	364	283	265	288	310	276	294	283	302	298	296	
Bloomington	270	389	290	377	273	295	278	302	316	295	291	360	289	261	286	306	274	288	289	299	294	291	
Burton	274	393	294	381	275	299	280	306	320	299	294	364	293	265	288	310	276	293	293	302	298	295	
Bur Oak	274	381	281	369	265	287	270	294	308	287	285	352	280	253	276	298	266	280	280	293	285	284	
Calvert	260	383	279	371	261	284	266	291	305	284	281	354	278	250	274	295	263	277	278	289	284	280	
Cherryvale	257	371	283	359	239	266	242	276	290	269	263	342	257	227	253	280	234	260	260	271	266	263	
Coffeyville	249	371	263	359	235	266	245	276	290	269	263	342	257	231	257	280	237	260	263	271	266	263	
Colby	281	403	304	391	285	309	290	316	330	309	302	374	304	275	298	320	286	302	303	310	308	305	
Colony	247	370	269	364	258	272	252	282	296	275	272	347	268	234	258	286	244	266	268	280	274	272	
Columbus	275	393	296	383	278	301	283	308	322	301	296	366	295	267	290	312	279	294	295	304	300	297	
Cuba	292	413	314	401	295	319	300	326	340	319	313	384	313	284	308	330	296	312	313	321	318	315	
Cuba	257	368	280	356	227	26	242	273	287	266	263	339	253	221	253	277	234	257	260	271	263	263	
Cuba	264	393	284	381	265	286	270	316	330	309	304	374	303	275	298	320	286	302	303	312	308	305	
Cuba	246	373	266	361	241	269	245	279	293	272	266	344	260	227	257	283	240	263	263	274	269	266	
Cuba	251	364	253	351	218	257	232	267	281	260	253	333	247	217	247	271	227	250	253	261	257	253	
Cuba	264	357	247	345	210	250	220	260	274	253	250	328	240	207	237	264	221	244	244	256	250	247	
Cuba	251	401	302	389	284	307	289	314	328	307	302	372	301	273	296	318	284	300	301	310	306	303	
Cuba	257	368	280	356	227	263	242	273	287	266	263	339	253	224	253	274	234	257	260	271	263	263	
Cuba	240	371	266	359	231	266	245	276	290	269	266	342	260	227	257	280	237	260	263	274	266	266	
Cuba	264	386	284	374	266	288	271	296	309	288	284	357	283	254	277	299	266	281	283	292	284	284	
Cuba	283	403	304	391	285	309	290	316	330	309	303	374	303	275	298	320	286	302	303	311	308	305	
Cuba	251	365	257	353	221	260	236	270	284	263	257	336	250	217	247	274	231	253	253	265	260	257	
Cuba	293	409	311	397	293	317	299	324	338	317	314	380	309	281	305	328	295	310	309	322	315	313	
Cuba	260	383	279	371	261	284	266	291	305	284	281	354	278	250	274	295	263	277	278	289	284	280	
Cuba	266	386	285	374	267	290	272	297	311	290	286	357	284	257	279	301	268	284	284	294	290	288	
Cuba	244	371	266	361	239	268	245	279	293	272	269	344	260	227	257	283	240	263	263	277	269	266	
Cuba	278	393	278	371	260	284	265	291	305	284	279	354	277	249	272	295	261	276	277	287	283	279	
Cuba	291	411	312	399	284	317	299	324	338	317	312	382	311	284	308	328	295	310	311	320	316	313	
Cuba	251	358	253	346	217	257	232	267	281	260	256	329	247	213	244	271	227	250	250	264	257	253	
Cuba	280	381	275	369	251	278	256	288	302	281	275	352	269	240	266	292	258	272	272	283	278	275	
Cuba	256	368	280	356	228	263	239	273	287	266	260	339	253	221	250	277	234	257	257	268	263	260	
Cuba	274	393	294	381	275	298	280	305	319	298	294	363	283	265	287	309	276	291	293	302	297	294	
Cuba	267	386	286	374	268	291	273	298	312	291	288	357	285	257	280	302	269	284	285	296	290	287	
Cuba	251	386	281	374	264	286	269	294	308	287	284	357	280	253	275	298	265	279	280	292	285	283	
Cuba	265	386	284	374	266	289	271	296	310	289	285	357	284	256	278	300	267	283	284	293	288	285	
Cuba	241	358	240	346	217	257	232	267	281	260	253	329	247	213	244	271	224	250	250	261	257	253	
Cuba	226	340	242	334	213	248	228	255	269	248	244	317	241	210	235	259	224	240	241	252	246	243	
Cuba	274	393	294	381	275	298	280	305	319	298	294	363	293	265	288	309	276	291	293	302	297	294	
Cuba	267	405	307	393	289	312	294	319	333	312	309	376	306	278	301	323	290	305	306	316	311	308	
Cuba	244	373	266	361	239	269	245	279	293	272	266	344	260	227	257	283	240	263	263	274	269	266	

Add to page 347 of Tariff: SECTION 1½—Continued. 6

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

	Lynchburg, Va.	Madewaska, Me.	Malone, N. Y.	Mars Hill, Me.	Maryhill, W. Va.	Middletown, N. Y.	Midway, Va.	Minoia, N. Y.	Montauk, N. Y.	New York, N. Y.	Norfolk, Va.	Oakfield, Me.	Ogdensburg, N. Y.	Olean, N. Y.	Owensville, N. Y.	Patchogue, N. Y.	Petersburg, W. Va.	Philadelphia, Pa.	Pierrefield, N. Y.	Pig Point, Va.	Pittsfield, Mass.	Port Jervis, N. Y.
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 346 of Tariff, as amended)																						
KANSAS —Conc.																						
Lucas	257	383	278	371	257	241	292	291	305	284	278	354	274	246	299	295	257	275	275	286	281	
Manhattan	240	371	263	359	228	266	242	276	290	269	263	342	257	224	253	280	237	290	290	271	266	
Manter	291	412	313	400	294	318	299	325	339	318	312	383	312	294	307	329	295	311	312	320	317	
Norton	273	389	290	377	271	296	278	303	317	296	293	360	288	260	294	307	274	289	288	301	296	
Oakley	281	403	304	391	285	309	289	316	330	309	302	374	303	275	298	320	286	302	303	310	306	
Oberlin	278	395	296	383	277	302	283	309	323	302	299	366	294	266	290	313	279	295	294	307	300	
Osborne	257	383	278	371	256	281	261	291	306	284	281	354	273	245	269	295	257	275	275	286	281	
Ottawa	231	361	253	349	217	257	232	267	281	260	257	332	247	217	247	271	227	259	253	265	257	
Paola	227	357	253	345	217	257	232	264	278	257	253	328	247	213	244	268	224	247	250	261	257	
Pittsburg	231	366	257	353	221	260	236	270	284	263	257	336	250	217	247	274	231	253	257	262	260	
Plainville	266	386	285	374	267	290	272	297	311	290	286	357	284	257	279	301	266	284	284	294	289	
Pratt	265	386	284	374	266	290	271	297	311	290	286	357	284	256	278	301	267	284	284	293	289	
St. Francis	293	404	305	392	291	313	296	320	334	313	311	375	304	276	299	324	291	305	304	319	309	
Salina	247	376	299	364	244	272	252	282	296	275	272	347	263	234	263	286	245	266	269	280	272	
Setanta	283	403	304	391	285	309	290	316	330	309	303	374	303	275	298	320	286	302	303	311	306	
Scott City	283	403	304	391	285	309	290	316	330	309	303	374	303	275	298	320	286	302	303	311	306	
Severy	244	373	269	361	230	269	249	279	293	272	269	344	263	231	260	283	240	268	266	277	269	
Stockton	260	386	281	374	261	284	266	294	308	287	284	357	278	250	275	298	253	278	279	292	284	
Strong City	240	371	263	359	230	266	239	276	290	269	266	342	257	227	257	280	237	260	263	274	266	
Studley	274	394	295	382	276	300	281	307	321	300	294	366	294	266	289	311	277	293	294	302	299	
Topeka	234	365	257	353	221	260	236	270	284	263	257	336	250	217	247	274	227	253	253	265	260	
Turkey Creek	287	407	310	395	291	315	296	322	336	315	308	378	309	280	304	326	293	308	309	316	314	
Vaughn	269	389	289	377	271	294	276	301	315	294	290	360	288	260	284	305	273	287	288	298	293	
Wakeeney	271	391	293	379	275	297	280	304	318	297	293	362	291	264	288	308	275	290	291	301	296	
Waunata	245	376	269	364	245	272	250	282	296	275	269	347	263	235	263	286	246	266	266	277	272	
Whiting	234	358	253	346	221	257	236	267	281	260	256	329	247	217	247	271	227	250	253	264	257	
Wichita	247	379	272	367	247	275	252	285	299	278	275	350	266	237	266	289	248	269	269	283	275	
Wilson	254	381	275	369	256	278	261	288	302	281	278	352	273	245	269	292	257	272	275	286	278	
Wolf	283	403	304	391	285	309	290	316	330	309	303	374	303	275	298	320	286	302	303	311	306	
MICHIGAN																						
Calumet	220	319	217	307	213	223	220	235	249	228	249	290	213	185	209	216	210	228	217	257	220	
Escanaba	187	272	179	260	183	185	181	196	210	189	208	243	178	149	172	200	177	189	178	216	182	
Iron Mountain	187	272	179	260	183	185	181	196	210	189	208	243	178	150	172	200	177	189	178	216	182	
Ironwood	222	319	218	307	213	223	220	235	249	228	244	290	213	185	209	239	216	228	217	252	218	
Marquette	209	291	199	279	202	204	201	215	229	208	227	262	193	168	193	219	197	208	197	235	199	
Munising	187	272	179	260	183	185	181	196	210	189	208	243	178	150	172	200	177	184	178	216	182	
Sault Ste. Marie	190	269	172	257	188	180	176	192	206	185	200	240	167	145	166	196	174	185	171	214	176	
Sidnaw	207	292	199	280	202	207	201	216	230	209	228	263	198	169	181	220	197	209	198	236	201	
Watersmeet	210	301	201	289	207	210	206	222	236	215	232	272	204	174	196	226	202	215	204	240	206	
MINNESOTA																						
Albert Lea	219	333	229	321	210	233	224	245	259	238	239	304	224	196	221	249	217	233	227	247	233	
Bemidji	257	390	250	348	246	267	253	270	284	263	281	331	247	225	244	274	250	265	250	289	253	
Brainerd	247	354	244	342	236	250	245	264	278	257	272	325	239	217	237	268	240	257	244	280	247	
Crookston	267	371	265	359	260	268	265	280	294	273	290	342	254	241	256	284	260	275	264	298	268	
Delano	234	345	234	333	221	237	236	251	265	244	260	316	227	199	224	255	227	247	231	268	237	
Detroit Lakes	257	362	253	350	244	260	255	273	287	266	281	333	247	224	247	277	247	266	253	289	257	
Duluth	237	334	230	322	224	234	231	246	260	239	256	305	224	196	223	250	227	239	227	264	234	
Gadon	258	357	247	345	237	250	249	264	278	257	278	328	240	217	237	268	244	261	244	280	250	
Ely	253	357	247	345	237	250	249	264	278	257	278	328	240	213	237	268	244	257	244	280	250	
Fairmont	231	345	237	333	217	240	242	257	271	250	251	316	251	233	231	261	229	244	237	259	240	
Faribault	224	334	230	322	213	234	225	246	260	239	246	305	224	196	223	250	221	235	228	252	234	
Fergus Falls	258	362	253	350	244	257	258	270	284	263	278	333	247	224	244	274	247	263	250	286	257	
Fleetwood	244	348	237	336	231	244	242	257	271	250	269	316	231	203	231	261	234	250	237	277	240	
Preston	266	380	257	367	253	260	258	276	290	269	287	348	265	240	265	288	258	269	265	285	278	
Glenwood	247	364	244	352	244	250	245	264	278	257	272	325	247	224	237	268	237	244	250	267	247	

Add to page 347 of Tariff.

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 88, inc., of Tariff, as amended, taking Rate Basis:

AND Western Stations shown on pages 99 to 136, inc., of Tariff, as amended, taking Rate Basis:	Va. Lynchburg	Md. Mackenzie	N. Y. Malone	Md. Mare Hill	W. Va. Maryhill	N. Y. Middletown	Va. Midway	N. Y. Mineola	N. Y. Monticello	N. Y. New York	Va. Norfolk	Md. Oakfield	N. Y. Ogdensburg	N. Y. Olean	N. Y. Oneonta	N. Y. Patchogue	W. Va. Petersburg	Pa. Philadelphia	N. Y. Pierrefield	Va. Pig Point	Mass. Pittsfield	N. Y. Port Jervis
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
MINNESOTA—Cont.																						
Grand Rapids	250	354	240	342	234	247	245	290	274	253	275	325	237	210	234	264	237	253	240	283	244	244
Granite Falls	247	354	244	342	231	250	245	294	278	257	272	325	237	213	237	268	237	257	240	280	247	247
Hackensack	253	360	250	348	240	257	252	270	284	263	278	331	244	221	244	274	247	263	250	286	253	253
Hinckley	237	334	240	322	224	240	231	246	260	239	256	306	228	203	223	250	227	239	228	264	234	234
Hornby	244	348	237	336	231	244	242	257	271	250	269	319	231	207	231	261	234	250	237	277	240	240
International Falls	290	392	253	350	246	257	255	270	284	263	284	333	248	227	244	274	250	266	250	292	257	253
Little Falls	244	351	240	339	231	247	242	260	274	253	269	322	234	210	234	264	237	253	240	277	244	244
McGregor	244	348	237	336	231	244	242	257	271	250	269	319	231	207	231	261	234	250	237	277	240	240
Madelia	253	345	240	333	221	244	235	257	271	250	253	318	234	207	231	261	231	245	237	261	244	240
Mankato	253	339	234	327	217	240	231	251	265	244	253	310	227	203	227	255	224	240	233	261	237	237
Marshall	244	357	247	345	231	250	242	267	281	260	279	328	235	213	240	271	237	257	244	277	250	250
Milaca	240	348	237	336	224	240	239	257	271	250	266	319	231	203	231	261	231	250	234	274	240	240
Minneapolis	230	334	227	322	213	234	227	246	260	239	256	306	221	196	221	250	223	239	227	258	231	231
Morris	250	357	247	345	239	253	249	267	281	260	275	328	244	220	240	271	244	260	247	283	250	250
Norwood	237	342	234	330	221	240	235	253	267	246	257	313	227	203	227	257	227	246	234	265	237	237
Pipestone	247	360	250	348	231	257	245	257	271	250	269	331	244	221	244	261	237	257	250	277	253	253
Red Wing	219	325	221	313	210	226	217	237	251	230	239	296	219	193	215	241	213	230	219	247	226	223
Remer	250	354	244	342	237	247	245	260	274	253	275	325	237	211	234	264	240	257	240	283	247	247
Rochester	215	323	220	311	207	224	217	236	250	229	234	294	217	189	213	240	213	226	219	242	224	222
St. Cloud	240	348	237	336	224	244	239	257	271	250	266	319	231	203	231	261	231	250	237	274	240	240
Sanborn	240	354	244	342	234	247	239	260	274	253	264	325	237	210	234	264	231	250	240	271	247	244
Spring Valley	211	325	220	311	207	224	215	236	250	229	231	294	217	189	213	240	211	226	219	239	224	222
Thief River Falls	299	398	295	356	280	298	295	280	294	273	290	339	284	241	258	284	258	273	264	298	268	266
Virginia	247	351	240	339	234	244	242	257	271	250	272	322	234	207	231	261	237	253	237	280	244	244
Wabasha	250	357	247	345	237	253	249	267	281	260	275	328	240	217	240	271	244	260	247	283	250	250
Warroad	283	379	279	367	275	284	278	294	308	287	302	350	278	257	274	298	274	287	278	310	284	281
Willmar	244	351	240	339	227	247	242	260	274	253	269	322	234	210	234	264	234	253	240	277	244	244
Winona	205	311	210	299	199	215	205	226	240	219	224	282	209	182	204	230	201	215	209	232	215	212
Winthrop	240	348	237	336	224	244	239	257	271	250	263	319	231	207	231	261	231	250	237	271	240	240
Worthington	240	352	247	343	234	250	239	264	278	257	264	328	244	213	237	268	234	253	244	271	250	247
MISSOURI																						
Bonville	197	316	216	304	196	220	201	227	241	220	213	287	216	186	208	231	197	212	216	221	219	217
Bowling	197	316	216	304	196	220	201	227	241	220	213	287	216	186	208	231	197	212	216	221	219	217
Carrollton	208	330	227	318	203	231	212	238	252	241	226	301	227	196	219	242	208	223	227	234	229	228
Billings	204	321	220	309	200	226	208	233	247	226	219	292	219	190	212	237	202	218	219	227	223	222
Cabool	208	326	226	314	199	231	212	238	252	231	226	297	224	196	219	242	207	223	224	234	229	228
Calhoun	177	293	197	281	179	201	181	208	222	201	194	264	196	166	189	212	177	194	196	202	199	197
Carrollton	189	305	209	293	189	211	192	218	232	211	205	276	205	176	198	222	188	204	205	213	209	208
Carrollton	208	326	226	314	203	231	212	238	252	231	226	297	224	196	219	242	208	223	224	234	229	228
Chillicothe	217	335	233	323	210	239	220	246	260	239	234	305	232	202	227	250	216	231	232	242	237	224
Jefferson City	197	316	216	304	196	220	201	227	241	220	213	287	216	186	208	231	197	212	216	221	219	217
Kansas City	224	346	242	334	210	248	228	255	269	248	244	317	240	210	235	259	221	240	241	252	246	243
Kirksville	189	305	209	293	189	211	192	218	232	211	205	276	205	176	198	222	188	204	205	213	209	208
Labadie	177	293	197	281	179	201	181	208	222	201	194	264	196	166	189	212	177	194	196	202	199	197
Marceline	189	305	209	293	189	211	192	218	232	211	205	276	205	176	198	222	188	204	205	213	209	208
Marshall	189	301	209	289	186	208	189	215	229	208	201	272	201	173	195	219	185	200	201	209	206	205
Mexico	197	316	216	304	196	220	201	227	241	220	213	287	216	186	208	231	197	212	216	221	219	217
Moberly	189	305	209	293	189	211	192	218	232	211	205	276	205	176	198	222	188	204	205	213	209	208
Monroe	177	293	197	281	179	201	181	208	222	201	194	264	196	166	189	212	177	194	196	202	199	197
St. Joseph	224	346	242	334	213	248	228	255	269	248	244	317	240	210	235	259	221	240	241	252	246	243
Sedalia	197	316	216	304	196	220	201	227	241	220	213	287	216	186	208	231	197	212	216	221	219	217
Shelbina	208	326	226	314	203	231	212	238	252	231	226	297	224	196	219	242	208	223	224	234	229	228
Trenton	208	326	227	318	203	231	212	238	252	231	226	301	227	196	219	242	208	223	227	234	229	228
Waverly	208	326	226	314	203	231	212	238	252	231	226	297	224	196	219	242	208	223	224	234	229	228
Wellsville	208	326	226	314	203	231	212	238	252	231	226	297	224	196	219	242	208	223	224	234	229	228

Add to page 847 of Tariff.

SECTION 14½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis	Va. Lynchburg	Md. Madawaska	N. Y. Malone	Me. Mars Hill	W. Va. Marybill	N. Y. Middletown	Va. Midway	N. Y. Mineola	N. Y. Montauk	N. Y. New York	Va. Norfolk	Me. Oakfield	N. Y. Ogdensburg	N. Y. Olean	N. Y. Oneonta	N. Y. Patchogue	W. Va. Petersburg	Pa. Philadelphia	N. Y. Pierrefield	Va. Pig Point	N. Y. Pittsfield	N. Y. Port Jervis
APPLY RATE BASIS NUMBERS (for Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
NEBRASKA																						
Albion	253	373	266	361	240	272	255	285	299	278	275	344	263	231	290	289	247	266	268	283	269	28
Alliance	305	414	316	402	302	324	306	331	345	324	323	385	315	287	310	335	302	317	315	331	320	32
Auburn	237	363	257	351	224	260	239	273	287	266	263	334	250	221	250	277	234	257	253	271	260	25
Beatrice	244	371	263	359	231	269	245	279	293	272	266	342	257	227	257	283	387	263	263	274	266	26
Beimar	293	403	304	391	289	312	294	319	333	312	310	374	303	275	298	323	290	305	303	318	308	30
Belvidere	247	376	269	364	237	272	252	282	296	275	272	347	263	234	260	286	244	266	266	280	272	26
Bridgeport	304	414	316	402	302	324	306	331	345	324	322	385	315	287	310	335	302	317	315	330	320	32
Broken Bow	265	383	276	371	265	284	266	294	308	287	287	354	275	238	272	298	263	278	278	295	281	28
Burwell	263	383	278	371	258	281	265	294	308	287	287	354	272	244	269	298	269	278	275	295	281	28
Callaway	266	389	276	377	265	287	271	300	314	293	290	360	278	335	275	304	263	284	281	296	287	29
Campbell	257	381	276	369	249	278	258	291	305	284	281	352	269	240	266	295	253	275	272	289	278	27
Columbus	247	371	263	359	234	266	249	279	293	272	272	342	257	227	253	283	244	263	260	280	266	26
Crawford	313	418	330	406	306	328	310	335	349	328	330	389	318	290	314	339	306	320	318	338	324	33
Falls City	234	359	253	347	221	260	236	270	284	263	257	330	247	217	247	274	231	253	243	265	257	25
Fremont	240	369	257	351	227	260	242	273	287	266	266	334	250	221	250	277	237	257	253	274	260	25
Grand Island	253	376	269	364	240	273	255	286	299	278	278	347	263	234	263	289	250	269	269	286	272	27
Hastings	253	379	272	367	240	275	255	285	299	278	278	350	266	234	263	289	250	269	269	286	272	27
Holdrege	260	383	278	371	257	281	265	294	308	287	284	354	272	244	269	298	257	278	275	292	281	28
Imperial	301	413	314	401	300	322	304	329	343	322	320	384	313	285	308	333	300	315	313	328	318	31
Jovian	266	386	278	374	264	285	268	294	308	287	287	354	276	249	272	298	264	278	278	295	281	28
Kearney	260	381	275	369	250	278	262	291	305	284	281	352	269	240	266	295	257	275	272	292	280	27
Lincoln	240	367	260	355	231	263	245	276	290	269	266	338	253	224	250	280	237	260	257	274	263	26
Loup City	260	381	275	369	249	278	262	291	305	284	281	352	269	240	266	295	253	275	272	289	278	27
Lyons	244	363	257	351	231	263	245	274	287	266	266	334	250	221	250	277	237	257	257	271	260	26
McCook	280	391	293	379	275	289	282	307	321	300	298	362	291	264	286	311	278	293	291	306	296	29
Moorefield	274	391	287	379	271	293	275	303	317	296	293	362	284	257	279	307	271	287	284	301	290	28
Malvern	284	395	296	383	284	304	286	311	325	304	302	366	295	267	290	315	283	297	296	310	300	30
Nebraska City	237	353	250	341	224	259	238	268	280	259	257	324	247	217	243	270	234	251	249	265	254	25
Newport	265	373	269	361	267	277	265	285	299	278	287	344	268	240	264	289	258	275	268	283	274	27
Norfolk	250	371	263	359	240	269	252	279	293	272	275	342	257	231	253	283	247	266	260	281	269	26
North Platte	279	391	291	379	276	299	284	306	320	299	297	362	290	263	285	310	277	293	290	305	295	29
Omaha	237	353	250	341	224	257	238	266	280	259	257	324	247	217	243	270	231	251	249	265	254	25
Ord	260	381	275	369	253	278	262	291	305	284	284	352	269	240	266	295	257	275	275	292	278	27
Plainview	253	371	266	359	240	272	255	282	296	275	278	342	257	231	257	286	247	266	266	280	269	26
Pleasanton	260	376	275	364	255	281	262	291	305	284	284	347	269	240	269	295	257	275	275	292	278	27
Sanborn	293	404	305	392	291	313	295	320	334	313	311	375	304	276	299	324	291	306	304	319	309	30
Harvard	269	383	278	371	261	284	265	294	308	287	287	354	275	247	272	298	261	278	275	295	281	27
Scottsbluff	309	419	320	407	307	329	311	335	350	329	327	390	320	293	315	340	307	322	320	335	325	32
Sidney	304	414	316	402	302	324	306	331	345	324	322	385	315	287	310	335	302	317	315	330	320	32
Sweet	312	423	325	411	309	333	315	340	354	333	330	394	324	296	319	344	311	326	324	338	329	32
Spalding	253	376	269	364	244	275	258	286	299	278	278	347	263	234	263	289	250	269	269	286	272	27
Stapleton	283	394	294	382	280	302	284	309	323	302	300	365	293	266	288	313	280	295	293	308	298	29
Superior	250	379	272	367	240	275	255	285	302	281	275	350	266	237	263	292	247	269	269	283	275	27
Valentine	284	396	288	374	277	297	282	304	318	297	302	357	287	259	283	308	278	290	287	310	293	29
Wallace	285	396	297	384	284	305	288	312	329	305	303	367	290	268	291	316	284	298	296	311	301	30
York	247	378	266	361	237	269	252	282	296	275	272	344	260	231	257	286	244	266	263	280	269	26
NORTH DAKOTA																						
Antler	314	407	309	395	307	315	309	326	340	319	332	358	308	286	303	330	305	319	308	340	313	31
Beach	333	426	328	414	327	335	329	345	359	338	350	397	327	305	322	349	325	338	327	358	332	33
Bisbee	293	387	288	375	296	294	289	305	319	298	311	358	287	266	283	309	284	298	287	319	293	29
Bismarck	300	394	295	382	294	302	296	313	327	306	318	365	294	273	289	317	293	306	294	326	299	30
Cannon Ball	306	399	301	387	300	308	302	319	333	312	324	370	300	278	296	323	298	312	300	332	305	30

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Lynchburg Va.	Madrevaska Me.	Malone N. Y.	Mars Hill Me.	Maryhill W. Va.	Middletown N. Y.	Midway Va.	Mineola N. Y.	Montauk N. Y.	New York N. Y.	Norfolk Va.	Oakfield Me.	Ogdensburg N. Y.	Olean N. Y.	Oneonta N. Y.	Patchogue N. Y.	Petersburg W. Va.	Philadelphia Pa.	Piercefield N. Y.	Pig Point Va.	Pittsfield Mass.	Port Jervis N. Y.
NORTH DAKOTA—Conc.																						
Conway	278	276	273	364	269	277	271	288	302	281	299	347	271	249	266	292	267	281	271	307	276	278
Crosby	329	422	323	410	322	329	324	341	355	334	347	393	322	300	317	345	320	334	322	355	327	328
Devils Lake	285	381	283	369	278	286	280	297	311	290	303	352	280	257	276	301	276	290	280	311	286	284
Dickinson	319	413	314	401	313	320	315	332	346	325	337	384	313	291	308	336	311	325	313	345	318	319
Drake	294	387	288	375	287	296	289	306	320	299	312	358	287	266	283	310	285	299	287	320	293	293
Fargo	263	368	260	356	253	263	258	276	290	269	284	339	254	231	250	280	253	272	257	292	263	260
Gascoyne	317	415	316	403	310	323	314	334	348	327	335	386	314	289	311	338	310	323	315	343	320	320
Glenullen	310	404	305	392	304	312	306	323	337	316	328	375	304	283	299	327	302	316	304	336	309	310
Grand Forks	273	373	267	361	266	274	268	284	298	277	293	344	267	246	263	288	264	278	267	301	273	271
Grenora	343	434	336	422	334	342	335	353	367	346	360	405	335	313	329	357	332	346	335	368	339	339
Hannaford	274	376	269	364	266	275	271	285	299	278	291	347	267	246	263	289	265	281	267	299	273	273
Hannah	293	388	286	374	284	291	285	302	316	295	310	357	285	264	280	306	281	295	285	318	290	289
Hansboro	293	389	290	377	286	294	289	305	319	298	311	360	288	265	284	309	284	298	288	319	294	293
Havana	266	371	263	359	256	266	258	276	290	269	287	342	259	236	255	280	257	275	260	295	266	264
Hazen	313	406	308	394	307	315	309	326	340	319	316	377	307	285	302	330	305	319	307	324	312	313
Hillsboro	266	371	263	359	259	269	265	278	292	271	290	342	260	239	257	282	260	275	263	298	266	268
Jamestown	276	376	270	364	269	277	271	288	302	281	296	347	269	247	265	292	267	281	269	304	275	275
Kenmare	316	408	310	396	309	317	311	327	341	320	334	379	309	287	304	331	307	320	309	342	314	315
Killdeer	325	418	320	406	318	327	321	337	351	330	343	389	319	297	314	341	317	330	319	351	324	325
Lake Williams	288	383	284	371	283	290	284	301	315	294	306	354	283	259	277	305	280	294	283	314	287	288
Lansford	312	405	307	393	305	313	307	324	338	317	329	376	306	284	301	328	303	317	306	337	311	311
Leeds	290	386	287	374	284	291	285	302	316	295	308	357	285	261	281	306	281	295	285	316	291	289
Marmarth	327	424	326	412	318	333	323	344	358	337	345	395	323	298	320	348	319	333	324	353	329	330
Max	306	398	300	386	299	307	301	318	332	311	324	369	299	277	294	322	297	311	299	332	304	305
Minot	306	398	300	386	299	307	301	318	332	311	324	369	299	277	294	322	297	311	299	332	304	305
Moffit	295	388	290	376	289	297	291	308	322	301	313	359	289	267	284	312	287	301	289	321	294	295
Neche	293	386	287	374	284	293	288	303	317	296	311	357	286	265	281	307	283	296	286	319	291	290
New England	319	413	314	401	313	320	315	332	346	325	337	384	313	291	308	336	311	325	313	345	318	319
New Leipsig	307	407	309	395	301	313	304	324	338	317	325	378	308	284	303	328	300	313	308	333	313	311
New Rockford	283	381	276	369	275	284	278	294	308	287	300	352	275	254	270	298	274	287	275	308	280	281
Oakes	268	371	263	359	261	269	265	282	296	275	290	342	260	239	257	286	259	275	260	298	266	267
Onemee	303	396	298	384	296	304	298	315	329	308	320	367	297	275	293	319	294	308	297	328	302	302
Pembina	287	381	281	369	278	286	280	297	311	290	305	352	280	258	275	301	276	290	280	313	285	284
St. John	296	389	291	377	289	297	291	308	322	301	314	360	290	265	285	312	287	301	290	322	295	295
Sarles	319	412	313	400	312	320	314	331	345	324	337	383	312	290	307	335	310	324	312	345	317	318
Sarles	296	392	293	380	289	297	291	308	322	301	314	363	291	267	287	312	287	301	291	322	297	295
Sherwood	316	409	311	397	309	317	311	328	341	320	334	380	310	288	305	331	307	320	310	342	315	315
Shields	297	397	299	385	291	303	294	314	328	307	315	368	298	274	293	318	290	303	298	323	303	301
Steele	287	383	281	371	280	288	282	300	314	293	305	354	280	258	275	304	278	293	280	313	285	286
Streeter	287	379	281	367	280	288	282	300	314	293	305	350	280	258	275	304	278	293	280	313	285	286
Turtle Lake	290	392	293	380	293	300	294	311	325	304	317	363	293	270	287	315	290	304	293	325	297	298
Valley City	270	373	266	361	264	271	268	285	299	278	293	344	264	240	260	289	261	278	264	301	269	269
Wahpeton	259	365	257	353	253	260	255	273	287	266	281	336	264	231	248	277	250	266	254	289	260	258
Walhalla	298	391	293	379	289	297	291	308	322	301	316	362	291	269	286	312	287	301	291	324	296	295
Watford City	343	434	336	422	334	342	335	353	367	346	360	405	335	313	329	357	332	346	335	368	339	339
White Earth	323	415	317	403	316	324	318	335	349	328	340	386	316	294	311	339	314	328	316	348	320	322
Williston	329	422	323	410	322	329	324	341	355	334	347	393	322	300	317	345	320	334	322	355	327	328
Wilton	300	394	295	382	294	302	296	313	327	306	318	365	294	273	289	317	293	306	294	326	299	300
Wishek	287	379	281	367	280	288	282	300	314	293	305	350	280	258	275	304	278	293	280	313	285	286

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SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:	Va. Lynchburg	Me. Madawaska	N. Y. Malone	Me. Mars Hill	W. Va. Maryhill	N. Y. Middletown	Va. Midway	N. Y. Mineola	N. Y. Montauk	N. Y. New York	Va. Norfolk	Me. Oakfield	N. Y. Ogdensburg	N. Y. Olean	N. Y. Oneonta	N. Y. Patchogue	W. Va. Petersburg	Pa. Philadelphia	N. Y. Piercefield	Va. Pig Point	Mass. Pittsfield	N. Y. Port Jervis
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
SOUTH DAKOTA																						
Aberdeen	266	373	266	361	257	269	265	281	295	274	287	344	265	239	259	285	257	275	265	295	269	267
Belle Fourche	317	419	320	407	311	326	316	336	350	329	335	390	319	294	314	340	312	326	319	343	325	324
Belvidere	287	389	291	377	283	295	286	306	320	299	305	360	290	265	285	310	283	295	290	313	295	293
Bristol	263	365	260	356	251	263	262	279	293	272	284	339	257	233	253	283	253	272	257	292	263	262
Chamberlain	263	376	269	364	255	272	262	285	299	278	287	347	263	237	263	289	257	275	269	295	272	272
Conata	298	401	302	389	293	306	298	317	331	310	316	372	300	275	296	321	293	306	300	324	306	304
Cottonwood	299	403	303	391	296	308	299	319	333	312	317	374	303	278	298	323	295	308	303	325	308	306
Deadwood	311	414	315	402	307	320	311	331	345	324	329	385	313	288	309	335	307	320	313	337	319	318
Edgemont	320	424	326	412	316	329	320	341	355	334	338	396	325	299	320	345	316	330	325	346	329	328
Fairfax	269	383	278	371	264	281	271	297	311	290	290	354	273	247	272	301	264	281	278	298	281	281
Faith	312	412	313	400	306	318	309	329	343	322	329	383	312	287	307	333	305	318	312	337	317	316
Faulkton	273	376	273	364	265	278	269	290	304	283	290	347	271	248	266	294	265	278	271	298	277	276
Gettysburg	276	381	279	369	270	284	273	295	309	288	296	352	278	255	274	299	269	284	278	304	284	283
Grenville	273	373	267	361	266	274	268	284	298	277	293	344	266	245	261	288	264	277	266	301	271	271
Highmore	269	379	274	367	265	277	268	288	302	281	290	350	273	247	267	292	263	278	273	298	277	275
Huron	290	371	263	359	248	269	258	282	296	275	284	342	257	234	257	286	253	272	263	292	266	266
Isabel	301	402	303	390	295	307	298	318	332	311	319	373	302	277	297	322	294	307	302	327	307	305
Lemmon	307	406	306	394	301	313	304	324	338	317	325	377	304	279	302	328	300	313	306	333	312	311
Madison	250	365	257	353	238	260	249	273	287	266	275	336	250	224	247	277	244	263	253	283	260	257
Madra	287	387	289	375	281	293	284	304	318	297	305	358	288	264	284	308	280	293	288	313	293	291
Milbank	253	362	253	350	243	257	252	270	284	263	278	333	247	224	244	274	247	266	250	286	257	253
Mitchell	253	368	260	356	240	266	255	279	293	272	278	339	253	231	253	283	247	266	260	286	263	263
Mobridge	287	387	289	375	281	293	284	304	318	297	305	358	288	264	284	308	280	293	288	313	293	291
Nowlin	293	396	298	384	289	302	291	313	327	306	310	367	297	273	293	317	287	302	297	318	302	300
Oyanian	303	406	308	394	300	312	303	323	337	316	320	377	306	281	302	327	299	312	306	328	312	310
Pierre	280	385	286	373	276	290	278	301	315	294	298	356	285	260	280	305	274	290	285	306	290	288
Platte	263	376	269	364	249	272	262	285	299	278	284	347	263	237	260	289	257	275	266	292	272	269
Rapid City	307	409	311	[illegible]	303	316	307	327	341	320	325	380	309	284	305	331	303	316	309	333	315	314
Redfield	263	373	266	[illegible]	254	269	262	282	296	275	287	344	260	235	257	286	257	275	263	295	269	266
Sioux Falls	247	359	253	347	231	257	[illegible]	270	284	263	269	330	247	221	244	274	240	260	250	277	257	253
Vivian	271	383	276	371	267	281	271	294	308	287	293	354	275	249	270	298	267	284	275	301	281	278
Watertown	253	365	257	353	240	260	252	276	290	269	278	336	250	224	250	280	247	266	257	286	260	260
Winner	277	389	284	377	271	291	278	300	314	293	297	360	283	254	277	304	274	284	290	305	287	286
Yankton	253	365	257	353	237	263	252	276	290	269	275	336	250	227	250	280	244	263	257	283	260	260

WISCONSIN (For Rate Basis Numbers, see page 38 to 42 of this supplement)

WYOMING (For Rate Basis Numbers, see pages 38 to 42 of this supplement)

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND Western Stations shown on pages 99 to 188, inc., of Tariff, as amended, taking Rate Basis:	Me. Portland	Pa. Pottsville	N. Y. Poughkeepsie	Pa. Punxsutawney	Pa. Reading	Va. Richmond	W. Va. Richwood	Va. Roanoke	N. Y. Rochester	Pa. Rockwood	Va. Schuyler	Pa. Scranton	Mass. Springfield	N. Y. Syracuse	N. J. Trenton	N. Y. Utica	N. Y. Watertown	N. Y. Wellsville	Va. West Point	Pa. Williamsport	W. Va. Williamson	Va. Woodson
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																						
COLORADO																						
Akron	340	311	324	285	311	312	297	297	290	287	324	312	326	297	320	303	306	290	317	297	279	315
Amherst	330	301	314	275	301	303	287	290	280	277	315	302	316	287	311	293	296	280	308	287	270	306
Bethune	346	314	327	287	314	314	298	299	294	289	326	315	330	302	324	308	310	294	319	302	279	317
Branson	374	343	356	317	343	343	327	328	324	319	355	344	359	330	353	337	333	324	348	330	310	346
Cheyenne Wells	342	309	322	284	309	307	293	293	291	285	319	310	327	298	319	304	307	291	312	298	275	310
Colorado Springs	365	334	347	308	334	334	318	319	315	310	346	335	350	322	344	328	330	315	339	322	301	337
Crest	354	323	336	297	323	324	308	309	303	299	336	324	338	310	333	316	319	303	329	310	291	327
Denver	365	334	347	308	334	334	318	319	315	310	346	335	350	322	344	328	330	315	339	322	301	337
Eads	347	314	327	288	314	312	298	297	296	290	324	315	332	303	324	309	312	296	317	303	279	315
Holly	342	309	322	284	309	307	293	293	291	285	319	310	327	298	319	304	307	291	312	298	275	310
Keota	349	320	333	293	320	320	304	306	299	295	332	320	335	306	329	312	315	299	325	306	287	323
La Junta	356	324	337	298	324	322	308	307	306	300	334	325	342	313	334	319	322	306	327	313	289	325
Limon	352	320	333	294	320	320	304	305	301	296	332	320	337	308	329	314	317	301	325	308	286	323
Lolita	356	324	337	298	324	322	308	307	306	300	334	325	342	313	334	319	322	306	327	313	289	325
Peoria	357	326	338	300	326	326	310	311	307	302	338	327	343	314	336	320	323	307	331	314	293	329
Pritchett	347	315	328	289	315	312	298	296	297	290	324	316	333	304	325	310	313	297	317	304	278	315
Pueblo	365	334	347	308	334	334	318	319	315	310	346	335	350	322	344	328	330	315	339	322	301	337
Sterling	340	311	324	285	311	312	297	297	290	287	324	312	326	297	320	303	306	290	317	297	279	315
Trinidad	365	334	347	308	334	334	318	319	315	310	346	335	350	322	344	328	330	315	339	322	301	337
Wild Horse	346	314	327	288	314	313	298	298	295	290	325	315	330	306	324	308	311	295	318	302	279	316
IOWA																						
Alba	226	201	215	175	201	202	185	188	180	176	214	199	215	187	211	191	196	180	207	187	168	205
Algona	256	227	240	199	227	238	213	222	199	205	250	224	242	210	237	217	221	207	243	214	196	241
Atlantic	267	234	248	208	234	239	217	223	210	208	251	232	251	218	244	224	229	210	244	218	196	242
Audubon	267	234	248	206	234	239	220	223	210	210	251	232	251	218	244	224	229	210	244	218	199	242
Carnarvon	270	237	247	203	237	243	217	224	210	210	256	235	253	221	247	227	227	213	249	221	196	247
Carroll	267	234	247	203	234	239	217	223	210	207	251	232	251	218	244	224	227	210	244	218	196	242
Cedar Rapids	218	191	204	166	191	196	178	183	169	168	208	190	206	177	200	182	187	169	201	177	163	199
Centerville	226	201	215	175	201	202	185	188	180	176	214	199	215	187	211	191	196	180	207	187	168	205
Charles City	240	211	218	184	211	216	197	201	187	188	228	211	226	194	215	201	204	189	221	199	181	219
Cherokee	275	240	253	210	240	250	224	231	213	213	262	240	257	224	250	231	231	217	255	227	203	254
Clarinda	274	237	253	207	240	244	217	224	213	210	256	238	257	223	247	230	234	213	249	223	196	247
Corydon	250	218	231	193	218	222	203	208	199	195	234	219	235	207	228	211	217	199	227	207	179	225
Creston	262	228	241	199	228	233	210	217	204	200	245	226	245	211	238	218	222	204	238	211	189	236
Decorah	230	206	219	178	206	209	191	196	182	182	221	205	219	190	216	196	199	182	214	190	177	212
Des Moines	248	218	230	193	218	222	203	208	196	195	234	217	235	204	227	209	213	196	227	204	182	225
Fairfield	218	193	205	166	193	194	177	180	168	167	206	191	207	177	201	182	187	168	199	177	161	197
Fort Dodge	259	227	240	198	227	232	210	217	203	202	244	224	242	211	239	217	221	205	237	211	193	235
Grinnell	232	206	218	179	206	209	192	195	183	183	221	205	220	190	215	195	200	183	214	190	176	212
Herndon	259	227	240	198	227	232	210	217	204	202	244	224	242	211	239	217	221	205	237	211	193	235
Iowa City	215	189	200	163	189	193	175	179	166	165	205	188	202	174	197	178	184	166	198	174	160	196
Iowa Falls	241	215	226	189	215	219	201	205	193	193	231	215	230	200	224	205	210	193	224	200	185	222
Manchester	209	183	196	157	183	187	169	174	161	160	199	182	197	168	191	173	178	161	192	168	154	190
Marquette	224	200	213	173	200	204	186	190	176	176	216	199	213	185	210	190	194	176	209	185	172	207
Marshalltown	241	212	226	185	212	218	199	204	190	190	230	212	227	199	222	202	209	190	223	199	179	221
Mason City	246	217	224	190	217	222	203	207	193	194	234	217	232	200	221	207	210	193	227	205	187	225
New Hampton	239	209	217	183	209	215	196	199	185	186	227	209	224	193	213	199	202	185	220	197	179	218
Nelson	221	195	209	169	195	200	181	186	173	173	212	195	209	182	206	186	191	174	205	182	167	203
Osceola	248	218	230	193	218	222	203	208	196	195	234	217	235	204	227	209	213	196	227	204	182	225
Oskaloosa	232	206	218	179	206	209	192	195	183	183	221	205	220	190	215	195	200	183	214	190	173	212
Ottumwa	222	197	210	171	197	199	181	185	175	173	211	195	211	183	207	187	193	175	204	183	165	202
Oxford Jct.	206	180	194	154	180	185	167	172	158	157	197	179	195	166	189	171	176	158	189	168	152	188
Red Oak	274	237	253	207	240	244	217	224	213	210	256	238	257	223	247	230	234	213	249	223	196	247
Shenandoah	274	240	253	210	240	245	221	227	216	212	257	238	257	225	250	230	234	216	249	226	198	248
Sioux City	281	246	257	217	249	257	231	237	221	224	269	244	263	230	256	237	237	221	262	233	210	260
Spencer	269	237	247	207	238	247	221	227	207	213	259	234	250	217	248	224	224	213	252	221	199	250

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SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 86, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Me. Portland	Pa. Pottsville	N. Y. Poughkeepsie	Pa. Punxsutawney	Pa. Reading	Va. Richmond	W. Va. Richwood	Va. Roanoke	N. Y. Rochester	Pa. Rockwood	Va. Schuyler	Pa. Scranton	Mass. Springfield	N. Y. Syracuse	N. J. Trenton	N. Y. Utica	N. Y. Watertown	N. Y. Wellsville	Va. West Point	Pa. Williamsport	W. Va. Williamson	Va. Woodlawn
IOWA—Conc.																						
Van Wert	248	218	230	193	218	222	203	208	196	195	234	217	235	204	227	209	218	196	227	204	185	21
Washington	218	193	205	166	193	194	177	180	168	167	206	191	207	177	201	182	187	168	199	177	161	17
Waterloo	230	204	216	178	204	208	190	195	182	180	220	202	216	188	212	193	198	182	213	188	176	21
Waukon	224	200	213	173	200	204	186	190	176	176	216	199	213	185	210	190	194	176	209	185	172	20
Webster	221	196	209	169	196	199	181	185	174	172	211	195	210	182	206	188	191	174	204	182	168	20
KANSAS																						
Anthony	308	271	284	246	271	271	255	257	254	248	283	273	289	260	281	266	269	254	276	260	238	27
Arkansas City	302	266	281	239	266	266	249	250	248	241	278	266	284	255	275	260	264	248	271	255	233	26
Atchison	271	240	248	206	234	237	215	220	213	208	249	234	254	221	244	228	231	213	242	221	193	24
Barnard	303	270	284	245	270	269	254	255	253	247	281	271	288	259	280	266	268	253	274	259	237	27
Barnes	293	253	269	224	253	257	231	237	231	227	269	257	272	244	263	250	250	231	262	244	210	26
Baxter Springs	287	249	266	224	249	249	232	235	231	224	261	250	269	239	259	245	248	231	254	239	216	23
Basar	293	253	269	224	253	257	231	237	234	227	269	257	275	244	263	250	250	234	262	244	210	26
Basine	315	283	296	257	283	281	267	266	265	258	293	284	300	271	293	277	280	265	286	271	248	28
Bellaire	305	269	283	244	269	271	253	256	250	245	283	270	287	257	279	264	266	250	276	257	237	27
Beloit	302	266	278	239	266	266	250	249	248	241	278	266	284	255	275	260	264	248	271	255	231	26
Belvidere	322	286	299	260	286	284	270	269	268	260	296	287	304	275	296	281	284	268	289	275	250	28
Brownell	315	283	296	257	283	281	267	266	265	258	293	284	300	271	293	277	280	265	286	271	248	28
Bucklin	322	286	299	260	286	284	270	269	268	260	296	287	304	275	296	281	284	268	289	275	250	28
Burr Oak	306	275	287	248	275	276	259	260	256	249	288	275	291	263	284	268	271	256	281	263	241	27
Caldwell	305	270	284	246	271	271	255	257	254	248	283	273	289	260	281	266	269	254	276	260	238	27
Cherryvale	290	250	266	221	250	250	227	231	231	224	262	253	272	240	260	247	247	231	255	240	209	23
Coffeyville	293	250	269	224	253	253	245	234	231	227	265	253	272	244	263	250	250	231	258	240	211	23
Colby	329	296	309	270	296	293	280	277	275	271	305	297	314	285	306	291	294	278	298	285	259	30
Concordia	296	262	275	231	260	263	238	244	237	234	275	263	278	247	269	253	257	237	268	247	217	25
Dodge City	320	288	301	263	288	286	272	271	270	265	298	289	306	277	298	284	286	270	291	277	254	29
Elkhart	338	306	319	280	306	303	289	287	288	281	315	307	324	296	316	301	304	288	308	295	269	31
Emporia	290	250	266	221	250	250	227	231	227	224	262	253	269	240	260	247	247	227	255	237	209	23
Englewood	332	296	309	270	296	294	280	279	278	270	306	297	314	285	306	291	294	278	299	285	260	29
Eureka	293	270	272	224	253	253	231	234	234	227	265	257	275	244	263	250	250	234	258	244	209	25
Fort Scott	281	240	260	213	244	244	221	224	221	213	256	244	263	231	253	237	240	221	249	231	196	24
Fort Scott #3	275	234	250	203	234	237	210	217	213	207	249	237	257	224	244	231	231	213	242	224	189	24
Fowler	328	294	307	268	294	293	278	277	276	269	305	295	312	284	304	289	293	276	298	284	259	29
Frankfurt	287	250	266	221	250	253	227	231	227	224	265	253	269	237	260	244	247	227	258	237	207	25
Fredonia	293	253	269	224	253	253	231	234	234	227	265	257	275	244	263	250	250	234	258	240	209	25
Galatia	308	275	288	249	275	276	260	259	257	251	287	276	293	265	285	270	274	257	280	265	243	27
Garden City	329	296	309	270	296	293	280	277	278	271	305	297	314	285	306	291	294	278	298	285	259	29
Garnett	284	244	263	213	244	247	221	227	224	217	259	247	266	234	253	240	240	224	252	234	199	25
Goodland	336	304	317	277	304	304	287	289	284	279	316	305	320	293	314	298	300	284	309	293	269	30
Harper	305	271	284	246	271	271	255	257	254	248	283	273	289	260	281	266	269	254	276	260	236	27
Hays	311	277	290	251	277	276	262	261	259	254	288	278	295	266	287	273	275	259	281	266	244	27
Herington	293	253	272	224	257	257	233	237	244	227	269	257	275	244	263	250	250	234	262	244	212	26
Hesington	305	270	284	245	270	269	254	255	253	247	281	271	288	259	280	266	268	253	274	259	238	27
Horace	337	304	317	278	304	302	289	286	286	280	314	305	322	293	314	299	302	286	307	293	268	30
Horton	281	240	257	210	244	244	221	224	221	217	256	244	263	231	253	237	237	221	249	231	196	24
Hutchinson	302	263	278	236	263	266	245	247	244	238	278	266	284	253	272	260	260	244	271	250	228	26
Iola	287	247	263	217	247	247	224	227	227	221	259	250	269	237	257	244	244	227	252	237	200	25
Isabore	318	285	298	259	285	284	270	269	267	261	296	286	303	275	295	280	284	267	239	275	251	28
Kiowa	311	278	291	253	278	278	262	264	260	254	290	279	296	267	288	274	276	260	283	267	245	28
Kirwin	308	274	286	248	274	273	258	257	256	249	285	275	291	263	284	268	271	256	278	263	239	27
Larned	309	276	289	250	276	275	261	260	258	253	287	277	294	266	286	271	275	258	280	266	243	27
Lawrence	281	240	257	210	240	244	217	224	221	213	256	244	263	231	250	237	237	221	249	231	196	24
Leavenworth	271	234	248	206	234	237	215	220	221	208	249	234	254	221	244	228	231	213	242	221	193	24
Leona	318	285	298	259	285	284	270	269	269	261	296	286	303	275	295	280	284	267	289	275	251	28
Liberal	332	299	312	274	299	298	283	284	281	275	310	300	317	288	309	294	297	281	303	288	266	30
Lost Springs	293	253	269	224	253	257	233	237	234	227	269	257	275	244	263	250	250	234	262	244	212	26

Add to page 347 of Tariff.

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 6½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Me Portland	Pa Pottsville	N Y Poughkeepsie	Pa Pohnstawney	Pa Reading	Va Richmond	W Va Richwood	Va Roanoke	N Y Rochester	Pa Rockwood	Va Schuyler	Pa Scranton	Mass Springfield	N Y Syracuse	N J Trenton	N Y Utica	N Y Watertown	N Y Wellsville	Va West Point	Pa Williamsport	W Va Williamson	Va Woodson
KANSAS—Conc.																						
Lucas	305	260	281	240	266	269	251	250	248	243	281	269	287	257	276	263	265	248	274	257	233	272
Manhattan	290	250	269	221	250	253	227	234	231	224	265	253	272	240	260	247	247	231	258	240	207	256
Manter	338	305	318	279	305	302	289	286	287	280	314	306	323	294	315	300	303	287	307	294	268	306
Norton	315	284	296	257	284	284	265	267	264	257	296	284	300	270	293	277	279	264	289	271	248	287
Oakley	329	296	309	270	296	293	280	277	278	271	305	297	314	285	306	291	294	278	298	285	259	296
Oberlin	320	289	302	263	289	289	271	274	269	263	301	290	306	276	299	284	285	269	294	277	255	292
Osborne	305	266	281	239	269	269	250	260	248	241	281	269	287	257	275	263	264	248	274	255	231	272
Ottawa	281	240	260	213	244	244	221	224	221	217	256	244	263	231	253	237	240	221	249	231	196	247
Paola	281	240	257	210	240	240	217	224	221	213	252	244	263	231	250	237	237	221	245	227	193	243
Pittsburg	284	244	263	213	244	247	221	227	224	217	260	247	266	234	253	240	244	224	252	234	199	250
Plainville	311	277	290	251	277	276	262	261	259	254	288	278	295	266	297	273	275	259	281	266	244	279
Pratt	310	277	290	251	277	275	261	260	258	251	287	278	295	266	287	271	275	258	280	266	240	278
St. Francis	329	300	313	275	300	302	285	287	279	276	314	301	315	286	310	293	295	279	307	286	268	305
Selina	299	260	275	231	260	260	238	240	237	234	272	263	278	250	269	257	257	237	265	247	220	263
Satana	329	296	309	270	296	293	280	277	278	271	305	297	314	285	306	291	294	278	298	285	259	296
Scott City	329	296	309	270	296	293	280	277	278	271	305	297	314	285	306	291	294	278	298	285	259	296
Severy	296	257	272	227	257	257	235	237	237	231	269	260	278	247	266	253	253	237	262	244	210	260
Stockton	308	271	287	246	272	272	255	257	254	248	284	273	290	260	281	269	269	254	277	260	239	275
Strong City	290	250	269	224	253	253	231	234	231	227	265	253	272	240	263	247	250	231	258	240	207	258
Studley	320	287	300	261	287	284	271	269	269	263	296	288	305	276	297	283	283	269	289	276	251	287
Topeka	284	244	260	213	244	247	221	227	232	217	259	247	266	234	253	240	240	224	252	234	199	250
Turkey Creek	335	302	315	276	302	298	285	284	284	277	310	303	320	291	312	297	300	284	303	291	266	301
Vaugho	314	281	294	346	281	280	265	266	264	257	292	283	299	270	291	276	279	253	285	270	251	283
Wareeney	317	284	297	258	284	283	269	267	266	260	295	285	302	274	294	279	283	266	288	274	249	286
Waneta	296	257	278	231	257	260	239	240	238	231	272	260	278	247	266	253	257	238	265	247	221	263
Whiting	281	244	260	213	244	245	221	227	221	217	257	246	263	231	253	237	240	221	250	231	199	248
Wichita	299	260	278	234	263	263	241	244	240	234	275	263	281	250	272	257	260	240	268	250	224	266
Wilson	305	266	281	239	266	269	250	250	248	241	281	269	287	257	275	263	264	248	274	255	231	272
Wolf	329	296	309	270	296	293	280	277	278	271	305	297	314	285	306	291	294	278	298	285	259	296
MICHIGAN																						
Calumet	242	217	223	196	223	237	213	221	185	201	249	212	228	196	228	201	203	193	242	204	199	240
Escanaba	198	178	185	160	185	196	175	183	151	163	208	175	189	161	189	165	169	155	201	168	163	199
Iron Mountain	198	178	185	160	185	196	175	183	151	163	208	175	189	161	189	165	169	155	201	168	163	199
Ironwood	239	217	223	196	223	233	213	218	185	201	245	212	228	196	228	203	203	193	238	204	196	236
Marquette	217	197	204	178	200	218	194	208	168	184	230	193	208	178	208	185	186	173	223	187	187	221
Munising	198	178	185	160	185	196	175	183	151	163	208	175	189	161	189	165	169	155	201	168	163	199
Sault Ste. Marie	194	172	180	158	176	196	180	187	142	164	208	168	185	151	185	157	158	147	201	163	172	199
Sidnaw	218	198	205	179	205	216	194	202	171	183	228	195	209	180	209	185	189	175	221	188	183	219
Watersmeet	224	204	210	184	210	220	200	206	176	188	232	199	215	184	215	190	194	180	230	192	188	223
MINNESOTA																						
Albert Lea	256	228	233	199	228	230	210	215	196	203	242	222	240	207	235	213	213	203	235	216	193	233
Bemidji	281	257	257	227	257	272	245	253	221	234	284	244	260	231	260	237	238	227	277	240	228	275
Brainerd	272	244	250	221	250	263	235	244	214	224	275	237	253	221	253	227	231	219	268	231	219	266
Crookston	290	263	269	240	266	281	254	264	239	244	293	252	275	246	273	251	255	244	286	253	243	284
Delano	263	234	237	207	237	250	221	221	199	210	262	227	244	210	244	217	217	207	255	221	203	253
Detroit Lakes	281	253	260	227	260	269	245	250	221	234	281	247	263	231	263	237	240	227	274	244	224	272
Duluth	257	229	234	207	233	248	223	232	196	204	260	224	240	207	239	213	217	203	253	217	207	251
Gladstone	275	247	250	224	250	266	238	247	213	227	278	240	257	224	257	231	231	221	271	234	221	269
Ely	275	247	250	221	250	266	238	247	216	227	278	237	257	224	257	231	231	217	271	234	221	269
Fairmont	266	234	244	203	237	242	217	227	203	213	254	231	247	213	247	221	224	210	247	224	199	245
Faribault	257	229	234	199	230	235	213	213	196	205	247	224	240	207	238	213	217	203	240	217	196	238
Fergus Falls	281	253	257	227	257	269	241	250	221	231	281	244	263	231	263	237	237	226	274	240	224	272
Glenwood	266	237	244	213	244	260	231	240	203	229	272	231	247	213	247	221	224	210	265	231	213	263
Preston	284	257	263	234	260	278	247	260	206	240	286	250	266	237	266	244	246	235	285	245	235	281
Princeton	275	244	250	221	250	263	235	244	210	224	278	237	253	224	257	231	231	217	268	234	217	266

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Portland, Me.	Pottsville, Pa.	Poughkeepsie, N. Y.	Punxsutawney, Pa.	Reading, Pa.	Richmond, Va.	Richwood, W. Va.	Roanoke, Va.	Rochester, N. Y.	Rockwood, Pa.	Schuylerville, N. Y.	Scranton, Pa.	Springfield, Mass.	Syracuse, N. Y.	Trenton, N. J.	Utica, N. Y.	Watertown, N. Y.	Wellsville, N. Y.	West Point, Va.	Williamsport, Pa.	Williamson, W. Va.	Va.
MINNESOTA - Conc.																						
Grand Rapids	272	244	247	217	247	263	235	244	210	224	275	234	253	221	253	227	227	213	268	231	217	3
Granite Falls	275	244	250	217	250	260	231	240	210	224	272	237	253	224	253	231	231	221	265	234	213	3
Hackensack	278	250	257	227	257	269	241	250	218	234	281	244	260	227	260	234	237	224	274	237	224	3
Hinkley	257	229	234	210	233	248	223	232	201	210	260	227	237	209	239	216	210	207	253	217	207	3
Hornby	266	237	244	213	244	260	231	240	203	221	272	231	247	213	247	221	224	210	265	227	213	3
International Falls	281	253	257	226	257	272	245	253	224	234	284	247	263	231	263	237	239	229	277	240	230	3
Little Falls	272	240	247	213	247	257	231	237	210	221	269	234	250	221	253	227	227	213	262	231	212	3
McGregor	266	237	244	213	244	260	231	240	203	221	272	231	247	213	247	221	224	210	265	227	213	3
Madelia	268	239	244	210	239	244	223	229	207	213	256	231	250	217	248	224	224	210	249	224	203	3
Mankato	268	232	240	208	234	244	217	227	199	210	256	227	244	213	242	221	221	207	249	222	199	3
Marshall	275	247	253	217	250	257	231	240	213	224	269	240	257	224	257	231	234	221	262	234	213	3
Milaca	266	237	244	213	240	253	224	234	203	217	265	231	247	213	247	221	224	210	258	224	207	3
Minneapolis	257	227	234	199	233	241	217	224	196	207	253	221	237	207	239	213	213	199	246	217	196	3
Morris	278	250	253	224	253	263	238	247	217	227	275	240	257	227	260	234	234	221	268	237	221	3
Norwood	265	234	240	210	240	249	221	231	199	213	261	227	244	213	244	221	221	207	254	224	203	3
Pipestone	281	250	257	217	250	260	231	240	217	224	272	244	260	231	260	237	237	224	265	240	213	3
Red Wing	249	220	226	196	224	239	208	215	193	197	242	215	232	200	238	207	210	196	235	208	193	3
Remer	272	244	250	221	247	263	238	247	210	224	275	237	260	221	253	227	227	217	268	231	221	3
Rochester	246	217	224	193	220	226	207	216	189	197	238	213	231	199	227	206	207	195	237	207	189	2
St. Cloud	266	237	244	210	244	253	224	234	203	217	265	231	247	213	247	221	224	210	258	224	207	3
Sanborn	272	244	247	210	244	253	224	234	210	217	265	237	253	221	253	227	227	217	258	231	207	3
Spring Valley	246	217	224	193	220	222	204	207	189	195	234	213	231	199	227	206	207	195	227	207	188	2
Thief River Falls	290	263	268	240	266	281	254	264	239	244	293	257	275	246	278	251	255	244	286	250	243	3
Virginia	269	240	247	217	244	260	231	244	213	221	272	234	25	217	250	224	224	213	265	227	217	3
Wadena	278	247	253	224	253	263	238	247	217	227	275	240	257	227	260	234	234	221	268	237	221	3
Warroad	304	277	284	256	281	293	270	278	254	258	305	273	289	260	287	266	269	258	298	267	257	3
Willmar	272	240	247	213	247	257	231	237	207	221	269	234	250	221	250	227	227	213	262	231	210	3
Winona	234	206	215	183	209	216	196	200	182	185	228	202	221	189	217	196	199	186	221	196	180	2
Winthrop	269	237	244	210	244	253	224	234	203	217	265	231	247	217	250	224	224	210	258	227	207	3
Worthington	275	244	250	213	244	253	227	234	213	217	265	237	257	227	253	231	231	217	258	234	207	3
MISSOURI																						
Boonville	235	208	220	180	208	207	191	193	189	184	219	208	224	197	217	200	207	189	212	197	172	2
Bucklin	235	208	220	180	208	207	191	193	189	184	219	208	224	197	217	200	207	189	212	197	172	2
Carrollton	250	218	231	191	218	218	201	202	199	194	230	219	235	207	228	211	217	199	223	207	179	2
Chillicothe	240	212	226	186	212	212	196	198	195	188	224	213	229	201	222	206	210	195	217	201	178	2
Elton	245	218	231	191	218	218	199	204	199	194	230	219	234	207	228	211	216	199	223	207	176	2
Gilmore	215	188	201	161	188	187	171	173	169	164	199	188	205	177	198	183	187	169	192	177	152	1
Glenwood Jct	226	198	211	172	198	198	181	184	180	174	210	199	215	187	208	191	196	180	203	187	164	2
Higginsville	245	218	231	191	218	218	201	204	199	194	230	219	234	207	228	211	216	199	223	207	182	2
Holden	257	226	239	198	226	227	208	211	208	200	239	226	243	213	235	219	222	206	232	213	185	2
Jefferson City	235	208	220	180	208	207	191	193	189	184	219	208	224	197	217	200	207	189	212	197	170	2
Kansas City	271	234	248	206	234	237	213	217	213	207	249	234	254	221	244	228	231	213	242	221	189	2
Kirksville	226	198	211	172	198	198	181	184	180	174	210	199	215	187	208	191	196	180	203	187	164	2
Labadie	215	188	201	161	188	187	171	173	169	164	199	188	205	177	198	183	187	169	192	177	152	1
Macon	226	198	211	172	198	198	181	184	180	174	210	199	215	187	208	191	196	180	203	187	164	2
Mexico	222	195	208	168	195	195	178	180	176	171	207	196	211	184	205	188	193	176	200	184	161	1
Milan	235	208	220	180	208	207	191	193	189	184	219	208	224	197	217	200	207	189	212	197	172	2
Moberly	226	198	211	172	198	198	181	184	180	174	210	199	215	187	208	191	196	180	203	187	164	2
Moscow Mills	216	188	201	161	188	187	171	173	169	164	199	188	205	177	198	183	187	169	192	177	152	1
St. Joseph	271	234	248	206	234	237	213	220	213	208	249	234	254	221	244	228	231	213	242	221	193	2
Salisbury	235	208	220	180	208	207	191	193	189	184	219	208	224	197	217	200	207	189	212	197	172	2
Sedalia	245	218	231	191	218	218	201	204	199	194	230	219	234	207	228	211	216	199	223	207	179	2
Preston	250	218	231	191	218	218	201	202	199	194	230	219	234	207	228	211	217	199	223	207	182	2
Waverly	245	218	231	191	218	218	201	204	199	194	230	219	234	207	228	211	216	199	223	207	179	2
Windsor	245	218	231	191	218	218	201	204	199	194	230	219	234	207	228	211	216	199	223	207	182	2

Supplement No. 43—Freight Tariff No. 107-C.

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 136, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Me. Portland	Pa. Pottsville	N. Y. Poughkeepsie	Pa. Pumpkintawney	Pa. Reading	Va. Richmond	W. Va. Richwood	Va. Roanoke	N. Y. Rochester	Pa. Rockwood	Va. Schuyler	Pa. Scranton	Mass. Springfield	N. Y. Syracuse	N. J. Trenton	N. Y. Utica	N. Y. Watertown	N. Y. Wellsville	Va. West Point	Pa. Williamsport	W. Va. Williamson	Va. Woodson
NEBRASKA																						
Albion	296	260	272	227	260	266	241	247	237	234	278	260	278	247	269	253	253	237	271	247	221	269
Alliance	340	311	324	285	311	315	297	299	290	287	327	312	326	297	320	303	306	290	320	297	280	318
Auburn	284	247	263	217	250	250	224	231	224	221	262	250	266	234	257	240	240	224	255	237	203	253
Beatrice	293	253	269	224	257	257	231	237	231	227	269	257	272	244	263	250	250	231	262	244	210	260
Belmar	329	299	312	274	298	303	283	287	278	275	315	300	314	285	309	291	294	278	308	285	267	306
Belvidere	296	260	275	231	260	263	238	244	237	234	275	263	278	247	269	253	253	237	268	247	217	266
Bridgeport	340	311	324	285	311	314	297	299	290	287	326	312	326	297	320	303	306	290	319	297	270	317
Broken Bow	308	272	285	246	272	275	259	259	250	248	287	273	287	260	281	266	266	250	280	260	239	278
Burwell	305	269	281	241	269	275	256	257	247	244	287	269	287	257	278	263	263	247	280	257	239	278
Callaway	311	275	287	246	275	281	259	263	253	250	293	275	293	263	284	269	269	253	286	263	239	284
Campbell	302	266	281	237	269	269	248	250	244	240	281	269	284	253	275	260	260	244	274	257	229	272
Columbus	290	253	266	224	253	260	235	240	231	227	272	257	272	240	263	247	247	231	265	240	213	263
Crawford	345	314	328	289	314	323	300	307	293	291	335	316	329	300	325	307	309	293	328	301	287	326
Falls City	283	244	260	213	247	247	221	227	221	217	259	247	263	234	253	240	240	221	252	234	199	250
Fremont	284	247	263	217	250	253	231	234	224	221	265	250	266	234	260	240	240	224	258	237	207	256
Grand Island	299	263	275	231	263	266	245	247	237	237	278	263	278	250	272	257	257	240	271	250	221	269
Hastings	299	263	278	231	263	266	245	247	240	237	278	263	281	250	272	257	257	240	271	250	221	269
Holdrege	305	269	281	240	269	275	252	253	247	244	287	269	287	257	278	263	263	247	280	257	236	278
Imperial	338	309	322	284	309	311	294	296	288	285	323	310	324	295	319	301	304	288	316	295	277	314
Jovian	308	273	285	247	273	275	258	260	251	248	287	274	288	260	283	266	267	251	280	260	240	278
Kearney	302	266	281	237	269	272	248	253	244	240	284	269	284	253	278	260	260	244	277	257	228	275
Lincoln	287	250	263	221	250	257	231	237	227	224	269	250	269	237	260	244	244	227	262	237	210	260
Loup City	302	266	278	237	266	272	248	253	244	240	284	266	284	253	275	260	260	244	277	253	230	275
Lyons	286	250	263	217	250	257	231	237	224	224	269	250	268	237	260	244	244	227	262	237	210	260
McCook	317	287	300	261	287	290	272	275	266	263	302	288	302	274	297	279	283	266	295	274	255	293
Moorefield	313	280	293	255	280	284	265	269	259	257	296	281	296	266	290	273	275	259	289	266	250	287
Mullen	320	291	304	266	291	294	278	279	270	267	305	293	306	277	301	284	286	270	299	277	259	297
Nebraska City	276	244	259	213	244	249	224	231	221	217	261	343	260	229	253	235	239	221	254	229	203	252
Newport	294	266	281	237	269	275	251	257	244	244	287	269	279	250	275	257	259	244	280	253	236	278
Norfolk	290	257	266	227	260	266	241	247	231	234	278	260	272	240	269	247	247	234	271	247	221	269
North Platte	316	286	299	260	286	289	271	275	266	263	301	287	301	273	296	278	281	266	294	273	255	292
Omaha	276	244	259	213	244	249	224	231	221	217	261	243	260	229	253	235	237	221	254	229	203	252
Ord	302	266	281	237	269	272	251	253	244	244	284	269	284	253	278	260	263	247	277	257	233	275
Plainview	290	260	269	227	260	266	241	247	231	234	278	260	272	240	269	247	250	237	271	247	221	269
Pleasanton	305	269	281	238	269	272	251	253	247	244	283	269	284	257	278	263	263	247	277	257	235	275
Sanborn	329	300	313	275	300	302	285	287	279	276	314	301	315	286	310	293	295	279	307	286	268	305
Sargent	305	270	284	245	272	275	255	259	249	247	287	272	287	257	281	263	266	249	280	260	241	278
Scottsbluff	346	316	329	290	316	319	301	304	295	291	331	317	330	302	326	308	311	295	324	302	284	322
Sidney	340	311	324	285	311	314	297	299	290	287	326	312	326	297	320	303	306	290	319	297	279	317
Sneed	349	320	333	294	320	322	305	307	299	295	334	320	335	306	329	312	315	299	327	306	288	325
Spalding	299	263	275	231	263	269	245	250	240	237	281	263	278	250	272	257	257	240	274	250	224	272
Stapleton	320	289	302	264	289	293	274	277	268	266	305	290	305	275	299	281	284	268	298	275	257	296
Superior	299	263	278	234	266	266	241	247	240	237	278	266	281	250	272	257	257	240	271	253	221	269
Valentine	313	284	297	258	284	294	271	277	263	260	306	285	298	269	294	275	278	263	299	270	256	297
Wallace	322	293	305	266	293	295	278	281	271	268	307	293	307	278	302	284	287	271	300	278	263	298
York	283	257	269	227	257	263	238	244	234	231	275	257	275	244	266	250	250	234	268	244	217	266
NORTH DAKOTA																						
Antler	334	309	315	287	313	324	301	300	284	280	336	304	319	290	319	296	296	288	329	297	289	327
Beach	353	329	335	307	333	343	321	329	302	310	335	325	338	309	338	315	318	307	348	316	309	346
Bisbee	313	288	294	266	293	303	280	288	263	269	315	284	298	269	298	275	278	267	[illegible]	276	269	296
Bismarck	320	296	302	275	300	310	289	296	269	277	322	291	306	276	306	[illegible]	[illegible]	275	315	284	277	303
Cannon Ball	326	302	309	280	306	316	294	302	275	284	328	297	312	283	312	[illegible]	[illegible]	280	321	289	284	310

Add to page 347 of Tariff:

SECTION 11—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:	Me. Portland	Pa. Pottsville	N. Y. Poughkeepsie	Pa. Punxsutawney	Pa. Reading	Va. Richmond	W. Va. Richwood	Va. Roanoke	N. Y. Rochester	Pa. Rockwood	Va. Schuyler	Pa. Scranton	Mass. Springfield	N. Y. Syracuse	N. J. Trenton	N. Y. Utica	N. Y. Watertown	N. Y. Wellsville	Va. West Point	Pa. Williamsport	W. Va. Williamson	Va. Wy...	
APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																							
NORTH DAKOTA (Conc.)																							
Conway	299	269	277	250	275	288	264	275	247	255	300	266	283	254	281	259	263	251	293	260	255	26	
Crosby	347	324	329	302	328	338	316	324	297	305	350	319	334	304	334	310	313	302	343	311	304	30	
Devils Lake	307	280	286	258	284	295	267	281	256	261	307	275	293	263	290	269	271	260	300	270	260	26	
Dickinson	338	315	320	293	319	329	307	315	288	296	341	310	325	295	325	301	304	293	334	302	296	33	
Drake	313	289	295	266	293	304	281	290	263	269	316	284	299	269	299	275	278	267	309	276	269	30	
Fargo	287	260	263	234	263	275	248	256	229	240	287	253	269	237	269	244	245	234	280	247	234	27	
Gascoyne	342	317	323	290	317	327	304	311	288	293	339	313	327	296	325	303	305	293	332	305	291	32	
Glenullen	329	306	312	284	310	320	298	306	279	287	332	301	316	286	316	293	295	284	325	293	287	32	
Grand Forks	293	267	273	246	271	284	260	268	243	248	296	263	278	249	277	256	258	248	289	257	248	27	
Grenora	360	336	342	314	339	353	328	338	310	317	365	330	346	317	346	323	326	315	358	324	318	35	
Hannaford	296	269	275	247	273	284	261	269	243	250	296	264	278	249	278	256	258	248	289	257	248	27	
Hannah	311	284	291	265	287	302	278	288	260	268	314	280	298	267	295	274	276	266	307	275	268	30	
Hansboro	315	288	294	266	293	303	280	289	264	269	315	284	300	270	298	277	279	268	308	278	268	30	
Havana	290	263	266	237	266	278	251	260	234	244	290	257	272	241	272	248	250	239	283	250	238	28	
Hazen	333	309	315	287	313	323	301	308	283	290	335	304	319	289	319	295	298	287	328	296	289	33	
Hillsboro	293	261	269	239	269	278	254	260	236	244	290	257	272	244	275	250	251	240	283	253	240	28	
Jamestown	299	271	277	249	275	286	263	273	244	253	298	266	281	251	281	257	260	248	291	260	250	29	
Kenmare	335	311	317	289	315	326	303	312	284	293	338	306	320	291	320	297	300	289	331	298	293	33	
Killdeer	345	320	327	299	325	335	312	319	294	302	347	316	330	301	330	307	310	299	340	308	299	33	
Lake Williams	308	284	290	263	288	298	277	284	257	266	310	279	294	265	294	270	274	261	303	271	265	30	
Lansford	332	307	313	285	311	322	299	308	281	289	334	302	317	288	317	294	297	286	327	295	289	32	
Leeds	312	285	291	264	289	300	278	286	260	266	312	280	297	267	295	275	276	266	305	275	266	30	
Marmarth	350	327	333	299	327	337	312	320	296	300	349	323	336	305	335	313	314	301	342	316	299	34	
Max	325	301	307	279	305	316	293	302	275	283	328	296	311	281	311	287	290	279	321	288	284	31	
Minot	325	301	307	279	305	316	293	302	275	283	328	296	311	281	311	287	290	279	321	288	284	31	
Moffit	315	291	297	269	295	305	283	291	265	273	317	286	301	271	301	277	280	269	310	278	271	30	
Neche	312	286	293	265	290	303	279	289	261	267	315	281	297	268	296	275	277	266	308	275	268	30	
New England	338	315	320	293	319	329	307	315	288	296	341	310	325	295	325	301	304	293	334	302	296	33	
New Leipzig	334	307	313	281	307	317	295	301	284	284	329	303	319	290	315	296	299	287	322	295	281	33	
New Rockford	302	277	284	255	281	293	270	278	250	257	305	273	287	257	287	264	266	256	298	266	257	29	
Oakes	290	264	269	240	267	278	253	265	236	245	290	258	274	243	274	249	251	240	283	250	243	28	
Omemee	323	298	304	276	302	313	290	298	273	279	325	293	308	279	308	285	288	277	318	286	278	31	
Pembina	306	280	286	258	284	297	272	284	256	261	309	275	291	263	290	268	271	260	302	269	263	30	
St. John	316	291	297	269	295	306	283	291	266	273	318	286	301	273	301	278	281	270	311	279	270	30	
Sanish	338	314	320	293	318	329	307	315	287	295	341	310	324	294	324	300	303	293	334	301	296	33	
Sarles	318	291	297	269	295	306	283	293	266	273	318	286	303	274	301	280	283	271	311	281	271	30	
Sherwood	336	311	317	289	315	326	303	312	285	293	338	306	320	293	320	298	301	290	331	299	293	32	
Shields	324	297	303	271	297	307	285	291	274	275	319	293	309	280	305	286	289	277	312	285	271	31	
Steele	306	283	288	260	286	297	274	281	256	263	309	277	293	263	293	268	271	260	302	269	261	30	
Streeter	306	283	288	260	286	297	274	281	256	263	309	277	293	263	293	268	271	260	302	269	261	30	
Turtle Lake	318	294	300	271	298	309	287	295	267	275	321	289	304	275	304	280	284	273	314	281	274	31	
Valley City	293	266	272	244	269	281	258	266	238	247	293	260	275	246	275	251	255	243	286	253	245	28	
Wahpeton	284	257	250	235	258	272	247	256	229	236	284	249	266	236	266	241	245	234	277	244	234	27	
Walhalla	317	291	297	269	295	308	283	294	266	273	320	286	302	274	301	279	283	271	313	280	274	31	
Watford City	360	336	342	314	339	353	328	338	310	317	365	330	346	317	346	323	326	315	358	324	318	35	
White Earth	342	318	324	296	322	333	310	318	291	299	345	313	328	298	328	304	307	296	338	305	298	33	
Williston	347	324	329	302	328	338	316	324	297	305	350	319	334	304	334	310	313	302	343	311	304	34	
Wilton	320	296	302	275	328	322	289	296	269	277	334	291	306	276	306	282	285	275	327	284	277	32	
Wishek	306	283	288	260	286	297	274	281	256	263	309	277	293	263	293	268	271	260	302	269	261	30	

Add to page 347 of Tariff: SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 6½, page 191 of Tariff, as amended.)

AND Western Stations shown on pages 99 to 188, inc., of Tariff, as amended, taking Rate Basis:	BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:																				
	Me. Portland	Pa. Pottsville	N. Y. Poughkeepsie	Pa. Punxsutawney	Pa. Reading	Va. Richmond	W. Va. Richwood	Va. Roanoke	N. Y. Rochester	Pa. Rockwood	Va. Schuyler	Pa. Scranton	Mass. Springfield	N. Y. Syracuse	N. J. Trenton	N. Y. Utica	N. Y. Watertown	N. Y. Watkins	Va. West Point	Pa. Williamsport	W. Va. Williamson	Va. Weedon
	APPLY RATE BASIS NUMBERS (For Rates, see Section 1, page 267 to 340 of Tariff, as amended)																				
SOUTH DAKOTA																					
Aberdeen	293	266	269	238	260	278	252	260	239	244	290	260	275	247	275	253	256	244	283	253	238	281
Belle Fourche	346	320	326	285	320	327	305	312	294	293	339	316	330	301	328	307	310	298	332	307	291	330
Belvidere	316	289	295	264	289	297	277	283	265	266	309	281	301	273	297	278	281	268	302	277	261	300
Bristol	287	260	266	234	263	275	248	257	231	240	287	253	269	239	272	245	248	237	280	247	233	278
Chamberlain	296	266	275	237	269	275	251	257	237	244	287	263	284	247	275	253	253	244	280	257	233	278
Cresta	327	300	306	275	300	308	288	293	275	276	320	295	312	284	308	289	291	279	313	288	273	311
Cottonwood	329	302	308	276	302	309	290	294	278	280	321	298	314	285	310	291	294	283	314	290	275	312
Deadwood	339	314	320	288	314	320	301	305	288	290	332	310	325	296	322	302	304	293	325	302	285	323
Edgemont	350	325	329	298	325	329	310	314	300	299	341	320	336	307	332	313	316	303	334	311	294	332
Fairfax	298	275	284	244	275	281	258	263	247	250	293	272	287	257	284	263	264	253	286	263	241	284
Faith	338	312	318	286	312	322	300	307	287	290	334	308	323	294	320	300	303	291	327	300	287	325
Faulkton	298	273	278	247	273	283	259	266	247	248	295	268	284	254	280	259	263	251	288	260	247	286
Gettysburg	305	278	284	253	278	286	264	271	254	255	298	275	290	260	286	266	269	258	291	266	253	289
Groville	293	271	274	246	271	283	260	267	241	248	295	263	277	248	277	255	257	247	288	256	247	286
Highmore	299	272	277	246	272	281	259	266	248	248	293	267	284	254	281	260	264	251	286	260	247	284
Huron	290	263	269	234	263	272	248	253	231	237	284	257	272	240	272	247	250	237	277	250	228	275
Isabel	328	301	307	275	301	311	289	295	277	278	323	297	313	284	309	290	293	281	316	289	275	314
Lemmon	333	307	313	281	307	317	295	302	279	284	329	303	318	287	315	293	295	284	322	293	283	320
Madison	284	253	260	224	257	263	238	244	234	227	275	250	266	234	263	240	240	231	268	244	217	266
Madra	314	287	293	261	287	297	275	281	264	265	309	284	299	270	295	276	279	267	302	275	261	300
Milbank	291	253	257	227	257	269	241	250	221	231	281	247	263	231	263	240	237	227	274	240	225	272
Mitchell	287	260	266	227	260	266	241	250	227	234	278	253	269	240	269	247	247	234	271	247	224	269
Milbridge	314	287	293	261	287	297	275	281	264	265	309	284	299	270	295	276	279	267	302	275	261	300
Newlin	323	296	302	270	296	302	283	288	273	273	314	293	308	279	304	285	288	276	307	284	268	305
Owanka	333	306	312	280	306	313	294	298	281	284	325	302	318	289	314	295	297	286	318	294	278	316
Pierre	311	284	290	258	284	290	271	276	260	259	302	280	296	267	293	274	276	265	295	273	258	293
Platte	296	266	272	237	266	275	251	257	242	240	287	263	278	247	275	253	249	244	280	253	231	276
Rapid City	336	310	316	284	310	317	298	301	284	286	329	306	320	293	318	298	300	289	322	298	281	320
Redfield	293	266	272	237	269	275	264	257	236	240	287	260	275	244	275	250	251	240	280	253	236	278
Sioux Falls	281	250	257	221	250	260	235	240	221	224	272	247	263	231	260	237	237	227	265	240	213	263
Vivian	305	275	281	248	275	284	262	266	249	250	296	269	287	257	284	264	266	254	289	263	247	287
Watertown	284	257	263	227	260	266	241	250	224	234	278	250	266	234	266	240	244	238	277	244	224	269
Winner	311	278	291	253	281	287	265	273	257	257	299	278	293	265	290	270	274	257	292	269	251	290
Yankton	287	257	263	224	257	263	238	244	224	231	275	250	266	237	266	244	244	231	268	244	217	266

WISCONSIN (For Rate Basis Numbers, see pages 38 to 42 of this supplement)

WYOMING (For Rate Basis Numbers, see pages 38 to 42 of this supplement).

Add to page 347 of Tariff: SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 6½, page 191 of Tariff, as amended.)

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:	BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:																		
	Albany, N. Y.	Altoona, Pa.	Atlantic City, N. J.	Baltimore, Md.	Bangor, Me.	Batavia, N. Y.	Bellefonte, Pa.	Berwick, Pa.	Bluefield, W. Va.	Bluefield A., W. Va.	Bluemont, Va.	Boston, Mass.	Bridgeton, N. J.	Bristol, Va.	Calais, Me.	Cape Charles, Va.	Caribou, Me.	Clearfield, Pa.	Connellsville, Pa.
	APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																		
WISCONSIN																			
Ashland	221	210	244	237	265	185	213	220	213	#	242	242	242	#	278	256	322	207	199
Bancroft	190	178	211	200	227	161	173	186	182	#	205	207	209	#	238	221	282	173	169
Beaver Dam	167	150	198	174	204	139	154	163	156	#	179	184	186	#	215	195	259	149	142
Calamine	178	160	195	182	216	150	166	177	161	#	187	195	190	#	227	200	271	157	151
Camp Douglas	188	172	210	196	226	160	176	188	174	#	201	206	208	#	237	213	281	172	164
Eau Claire	211	196	232	219	251	176	197	207	199	#	224	231	230	#	262	240	306	193	187
Fennimore	183	165	200	189	219	158	172	182	167	#	194	199	198	#	230	207	274	165	157
La Crosse	208	187	223	211	249	173	191	199	190	#	216	229	221	#	262	230	306	187	180
Ladysmith	213	199	237	224	252	176	200	209	203	#	229	232	234	#	263	246	307	196	189
Marshfield	199	185	220	208	235	164	187	195	190	#	213	219	218	#	246	230	290	180	176
Masomanie	176	158	197	183	212	146	168	175	163	#	188	193	195	#	223	202	267	158	153
Merrillan	199	185	220	208	235	169	187	195	190	#	213	219	218	#	246	230	290	180	176
Owen	207	193	231	219	251	170	196	207	196	#	224	231	229	#	262	240	306	189	182
Portage	176	158	197	183	212	146	164	175	163	#	188	193	195	#	223	202	267	158	153
Prairie du Chien	194	173	208	194	233	166	176	188	178	#	199	211	206	#	245	211	289	172	164
Prentice	210	199	234	224	252	176	200	209	203	#	229	232	233	#	263	246	307	196	188
Randstown	201	180	216	201	241	173	184	196	183	#	206	219	213	#	253	219	297	179	173
Rhinelander	190	177	213	204	227	162	182	189	187	#	209	207	211	#	238	222	282	177	173
Shawano	175	163	196	187	209	146	165	172	167	#	192	190	194	#	221	205	265	161	154
Turtle Lake	221	207	244	233	259	185	210	217	210	#	238	244	242	#	285	255	329	203	199
Waupaca	183	171	204	193	219	153	173	178	174	#	195	199	201	#	232	212	276	164	162
Wausau	191	179	212	204	227	163	182	181	184	#	209	207	210	#	238	221	282	177	171
Wisconsin Rapids	190	178	214	200	227	162	179	186	182	#	205	207	209	#	238	221	282	172	169
WYOMING																			
Cheyenne	332	308	343	329	372	305	312	326	305	#	334	352	341	#	383	345	427	308	301
Kosline (Note A)	329	306	340	329	368	301	310	323	308	308	334	348	338	333	380	347	424	306	300
New Castle (Note B)	330	309	344	332	370	304	313	325	312	312	337	348	342	335	383	350	427	309	303
Wendover (Note C)	330	307	342	328	370	304	311	324	309	#	333	350	340	#	383	346	427	307	300

For rates to apply, see Agent L. E. Kipp's Tariff No. 385, I. C. C. No. A-3020.

Note A.—Applicable only from or to C&NWRy stations taking Index Nos. 7775 to 7785, inc.

Note B.—Applicable only from or to CB&Q stations taking Index Nos. 8165 to 8175, inc.

Note C.—Applicable only from or to CB&Q stations taking Index Nos. 9515 to 9535, inc., and U. P. stations taking Index Nos. 1194 to 1218, inc.

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Croghan N. Y.	Cumberland Md.	Driftwood Pa.	Easton Pa.	Elkins W. Va.	Elkton W. Va.	Erwin W. Va.	Franklin City W. Va.	Frederick Md.	Geneva N. Y.	Glens Falls N. Y.	Gloversville N. Y.	Grafton Mass.	Grafton W. Va.	Greenwood Del.	Hagerstown Md.	Harrisburg Pa.	Hendricks W. Va.	Hinton W. Va.
WISCONSIN																			
Ashland	222	213	203	229	213	227	215	253	230	196	227	229	244	207	244	223	224	217	213
Bancroft	196	180	172	196	183	195	182	218	195	171	199	198	209	172	210	188	190	185	182
Beaver Dam	173	154	149	172	154	167	156	195	165	147	176	175	186	144	187	163	166	158	156
Calamine	184	162	157	187	164	174	164	200	176	158	187	187	197	153	193	172	175	155	161
Camp Douglas	196	175	172	195	178	185	177	213	189	168	198	196	208	167	207	185	188	180	174
Eau Claire	211	198	190	217	196	210	200	240	213	189	217	219	233	189	231	207	212	199	196
Fennimore	187	168	165	190	172	179	170	207	183	162	191	190	201	161	200	178	180	174	167
La Crosse	211	191	187	210	193	200	193	230	207	185	213	216	231	182	223	200	202	195	189
Ladysmith	211	203	193	221	203	218	205	243	219	185	217	219	234	193	235	212	216	207	199
Marshfield	201	187	179	205	190	200	189	227	204	176	207	207	221	179	219	196	199	193	189
Masomanie	181	163	158	182	167	173	165	202	177	155	185	184	195	156	195	172	175	169	163
Merrillan	205	187	180	205	190	200	189	227	204	179	208	207	221	179	219	196	199	193	189
Owen	205	196	185	213	196	210	198	240	213	179	210	211	233	185	231	207	210	199	196
Portage	181	163	158	182	167	173	165	202	177	155	185	184	195	156	195	172	175	169	163
Prairie du Chien	199	176	171	199	176	184	178	211	188	174	204	201	213	165	205	184	187	178	174
Prentice	211	203	189	221	199	218	205	243	217	185	218	219	234	195	234	212	213	203	199
Readstown	207	184	178	207	184	191	186	219	196	182	211	209	221	173	212	191	195	186	182
Rhinelander	196	183	176	198	186	197	185	221	197	171	199	198	209	175	211	190	191	188	187
Shawano	181	167	158	180	166	179	169	205	179	156	184	181	192	155	194	175	175	168	167
Turtle Lake	219	210	199	227	194	226	212	253	227	196	224	225	246	199	244	221	224	213	207
Waupaca	187	173	164	188	175	185	175	211	187	162	191	190	201	164	202	180	184	177	174
Wausau	197	184	175	197	183	196	186	221	197	172	200	198	209	172	210	191	191	185	184
Wisconsin Rapids	196	180	172	196	183	195	182	218	195	158	199	198	209	172	210	188	190	185	182
WYOMING																			
Cheyenne	336	311	310	335	309	319	313	345	324	312	340	340	354	299	343	319	323	311	305
Keeline (Note A)	332	310	308	333	310	320	312	347	325	308	338	336	350	300	340	320	320	312	308
New Castle (Note B)	335	314	309	336	314	323	316	349	327	311	339	339	350	304	344	322	324	316	312
Tendover (Note C)	335	310	309	334	308	318	312	346	323	311	339	339	352	298	342	318	322	310	306

Note A.—Applicable only from or to C&NWRy stations taking Index Nos. 7775 to 7785, inc.

Note B.—Applicable only from or to CB&Q stations taking Index Nos. 8165 to 8175, inc.

Note C.—Applicable only from or to CB&Q stations taking Index Nos. 9515 to 9535, inc., and U. P. stations taking Index Nos. 1194 to 1218, inc.

Add to page 347 of Tariff

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 61½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 196, inc., of Tariff, as amended, taking Rate Basis:

	Houlton Me	Hudson N Y	Johnsonburg Pa	Johnstown Pa	Lewistown Pa	Ligonier Pa	Long Branch N J	Lynchburg Va	Madawaska Me	Malone N Y	Marion Va	Mars Hill Me	Marshall W Va	Middletown N Y	Midway Va	Mineola (N. Y.)	Montauk N Y	New York N Y	Norfolk Va	Norton Va
	APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																			
WISCONSIN																				
Ashland	306	224	199	203	221	205	237	231	327	223	#	315	221	231	228	242	256	235	253	#
Bancroft	266	196	169	173	186	175	211	199	287	193	#	275	193	199	193	209	223	202	218	#
Beaver Dam	243	173	142	145	158	148	188	172	264	169	#	252	167	176	168	186	200	179	190	#
Calamine	255	184	153	154	167	157	193	176	276	183	#	264	175	188	177	200	214	193	196	#
Camp Douglas	265	195	165	167	180	170	210	188	286	193	#	274	189	198	190	209	223	202	208	#
Eau Claire	290	217	187	193	206	193	231	215	311	213	#	299	203	219	212	230	244	223	235	#
Fennimore	258	188	158	160	174	163	200	182	279	186	#	267	183	193	183	204	218	197	201	#
La Crosse	290	213	185	185	195	186	223	205	311	210	#	299	196	215	205	226	240	219	224	#
Ladysmith	291	217	189	193	210	195	213	222	312	217	#	300	207	221	217	234	248	227	244	#
Marshfield	274	205	176	180	194	182	220	205	295	201	#	283	196	207	201	218	232	211	224	#
Masomanie	251	182	154	154	168	158	197	177	272	178	#	260	178	186	177	197	211	190	197	#
Merrillan	274	205	178	180	194	182	220	205	295	201	#	283	196	207	201	218	232	211	224	#
Owen	290	210	182	173	203	188	224	215	311	210	#	299	203	213	212	228	242	221	235	#
Portage	251	182	154	154	168	158	197	177	272	178	#	260	178	186	177	197	211	190	197	#
Prairie du Chien	273	200	166	169	179	170	208	188	294	196	#	282	187	205	189	212	226	205	206	#
Prentice	291	213	189	193	207	195	227	222	312	213	#	300	207	221	217	234	248	227	244	#
Readstown	281	208	174	177	187	178	216	196	302	204	#	290	195	212	196	219	233	212	213	#
Rhinelander	266	196	171	176	187	178	213	201	287	194	#	275	197	200	195	212	226	205	222	#
Shawano	249	180	155	157	173	160	196	184	270	178	#	258	177	183	180	194	208	187	205	#
Turtle Lake	313	224	196	203	217	205	237	227	334	224	#	322	213	227	226	241	255	234	250	#
Waupaca	260	188	162	165	179	168	204	188	281	185	#	269	186	190	185	202	216	195	208	#
Wausau	266	197	172	174	187	177	212	200	287	195	#	275	194	199	196	211	225	204	221	#
Wisconsin Rapids	266	196	169	173	186	175	211	199	287	193	#	275	193	199	193	209	223	202	218	#
WYOMING																				
Cheyenne	411	338	303	304	316	307	343	319	432	334	#	420	319	342	324	349	363	342	339	#
Keeline (Note A)	408	335	306	304	314	306	340	325	429	329	326	417	320	339	325	346	360	339	343	316
New Castle (Note B)	411	337	306	307	317	308	344	328	432	333	329	420	324	338	327	347	361	340	346	320
Wendover (Note C)	411	337	304	304	315	306	342	323	432	333	#	420	318	340	323	347	361	340	340	#

For rates to apply, see Agent L. E. Kipp's Tariff No. 385, I. C. C. No. A-3020.

Note A.—Applicable only from or to C&NWRy stations taking Index Nos. 7775 to 7785, inc.

Note B.—Applicable only from or to CB&Q stations taking Index Nos. 8165 to 8175, inc.

Note C.—Applicable only from or to CB&Q stations taking Index Nos. 9515 to 9535, inc., and U. P. stations taking Index Nos. 1194 to 1218, inc.

1942

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

AND Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:	BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:																				
	Ogdensburg N. Y.	Oleau N. Y.	Oneonta N. Y.	Patchogue N. Y.	Petersburg W. Va.	Philadelphia Pa.	Pierrefield N. Y.	Pig Point Va.	Pittsfield Mass.	Port Jervis N. Y.	Portland Me.	Pottsville Pa.	Poughkeepsie N. Y.	Punxsutawney Pa.	Reading Pa.	Richmond Va.	Richwood W. Va.	Roanoke Va.	Roanoke A. Va.	Rochester N. Y.
	APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)																				
WISCONSIN																					
Ashland	217	193	217	246	224	235	223	261	227	227	251	224	231	199	231	242	221	227	#	193
Bancroft	193	165	186	213	189	202	193	226	196	195	212	190	199	171	195	209	186	195	#	165
Beaver Dam	169	142	163	190	166	179	169	198	173	172	189	168	176	142	172	182	158	167	#	142
Calamine	179	153	175	204	173	187	189	204	184	186	201	177	188	150	180	187	167	174	#	153
Camp Douglas	189	165	184	213	186	201	190	216	195	196	211	190	198	165	196	199	181	185	#	165
Eau Claire	210	182	207	234	208	223	213	243	218	216	237	211	219	187	217	226	203	210	#	182
Fennimore	182	158	178	208	179	195	184	209	188	189	205	184	193	158	186	194	175	179	#	158
La Crosse	207	179	204	230	201	215	209	232	215	212	234	206	215	182	209	216	196	200	#	179
Ladysmith	210	182	207	238	213	227	213	252	221	217	238	215	221	189	220	233	207	217	#	179
Marshfield	199	170	195	222	197	211	201	232	205	204	221	198	207	178	204	216	193	200	#	170
Maromanie	177	152	172	201	173	188	177	205	182	183	198	178	186	154	184	188	170	173	#	152
Merrillan	201	173	195	222	197	211	201	232	205	204	221	198	207	178	204	216	193	200	#	173
Owen	203	173	199	232	207	223	207	243	213	210	237	210	217	182	213	226	199	210	#	173
Portage	177	152	172	201	173	188	177	205	182	183	198	178	186	154	184	188	170	173	#	152
Prairie du Chien	195	167	189	216	185	199	195	214	200	199	218	193	205	166	193	197	179	184	#	169
Prentice	207	179	207	238	210	227	213	252	217	217	238	213	221	189	220	233	209	217	#	179
Realstown	202	175	197	223	193	207	202	221	208	207	226	200	212	174	200	205	187	191	#	177
Rhinelander	193	164	186	216	191	205	193	230	196	197	212	193	200	174	199	210	189	197	#	166
Shawano	178	151	169	198	176	187	178	213	180	179	195	176	183	157	182	191	169	179	#	152
Turtle Lake	217	189	213	245	221	237	221	258	227	224	253	224	227	199	227	241	213	224	#	189
Waupaca	185	156	178	206	182	195	185	216	188	187	205	182	190	163	187	199	178	185	#	156
Wausau	195	166	186	215	193	204	195	229	197	196	212	193	199	175	198	208	188	196	#	166
Wisconsin Rapids	193	165	186	213	189	202	193	226	196	195	212	190	199	171	195	209	186	195	#	165
WYOMING																					
Cheyenne	333	305	328	353	320	335	323	347	338	338	358	329	342	302	329	329	313	315	#	308
Keeline (Note A)	329	301	324	350	320	333	329	351	335	335	356	327	339	301	327	335	314	319	319	304
New Castle (Note B)	332	306	327	351	323	336	332	354	337	335	357	329	338	300	329	338	318	323	323	307
Wendover (Note C)	332	304	327	351	319	334	332	348	337	336	357	328	340	302	328	333	312	317	#	307

#For rates to apply, see Agent L. E. Kipp's Tariff No. 385, I. C. C. No. A-3020.

Note A.—Applicable only from or to C&NWRy stations taking Index Nos. 7775 to 7785, inc.

Note B.—Applicable only from or to CB&Q stations taking Index Nos. 8165 to 8175, inc.

Note C.—Applicable only from or to CB&Q stations taking Index Nos. 9515 to 9535, inc., and U. P. stations taking Index Nos. 1194 to 1218, inc.

1943

Add to page 347 of Tariff:

SECTION 1½—Continued.

(For Governing Classification and Exceptions thereto, see Item No. 8½, page 191 of Tariff, as amended.)

BETWEEN Eastern Stations shown on pages 11 to 98, inc., of Tariff, as amended, taking Rate Basis:

AND

Western Stations shown on pages 99 to 186, inc., of Tariff, as amended, taking Rate Basis:

APPLY RATE BASIS NUMBERS (For Rates, see Section 1, pages 267 to 340 of Tariff, as amended)

	Rockwood, Pa.	Schuyler, Va.	Scranton, Pa.	Springfield, Mass.	Syracuse, N. Y.	Taylors Valley, Va.	Trenton, N. J.	Tuckerdale, N. C.	Utica, N. Y.	Watertown, N. Y.	Wellsville, N. Y.	West Jefferson, N. C.	West Point, Va.	White Top, Va.	Williamsport, Pa.	Williamson, W. Va.	Va.
WISCONSIN																	
Ashland	207	254	217	234	203	#	235	#	209	210	196	#	247	#	211	203	24
Bancroft	173	221	186	202	174	#	202	#	178	184	171	#	214	#	179	172	21
Beaver Dam	145	194	163	179	152	#	179	#	156	161	147	#	185	#	156	146	18
Calamine	157	199	177	193	164	#	190	#	168	172	157	#	192	#	171	151	19
Camp Douglas	171	211	188	202	173	#	202	#	178	189	169	#	204	#	180	164	20
Eau Claire	193	238	207	224	193	#	222	#	199	199	189	#	231	#	199	185	22
Fennimore	164	206	182	197	166	#	196	#	172	175	163	#	199	#	175	157	19
La Crosse	185	228	202	221	189	#	217	#	196	199	185	#	221	#	196	179	21
Ladysmith	196	245	207	227	198	#	227	#	199	199	189	#	238	#	203	189	23
Marshfield	182	228	195	211	182	#	211	#	187	189	176	#	221	#	188	179	21
Masomanie	157	200	175	190	160	#	190	#	164	169	155	#	193	#	168	153	19
Merrillan	182	228	195	211	183	#	211	#	187	193	177	#	221	#	188	179	21
Owen	189	238	203	221	185	#	221	#	193	193	179	#	231	#	196	182	22
Portage	157	200	175	190	160	#	190	#	164	169	155	#	193	#	168	153	19
Prairie du Chien	169	209	193	206	177	#	201	#	182	187	169	#	202	#	179	165	20
Prentice	196	245	207	224	193	#	227	#	199	199	185	#	238	#	203	189	23
Readstown	177	217	200	218	185	#	209	#	189	195	177	#	210	#	187	173	20
Rhinelander	177	222	189	205	175	#	205	#	179	184	169	#	215	#	183	177	21
Shawano	158	203	172	187	160	#	187	#	163	169	156	#	196	#	164	157	19
Turtle Lake	203	253	217	234	199	#	234	#	207	207	196	#	246	#	210	196	24
Waupaca	167	211	178	195	165	#	195	#	171	175	162	#	204	#	172	164	20
Wausau	175	220	188	204	175	#	204	#	179	185	173	#	213	#	180	174	21
Wisconsin Rapids	173	221	186	202	174	#	202	#	178	184	171	#	214	#	179	173	21
WYOMING																	
Cheyenne	304	341	329	344	315	#	338	#	320	324	308	#	334	#	315	296	33
Keeline (Note A)	304	347	327	340	311	338	337	346	317	320	304	349	340	343	313	299	33
New Castle (Note B)	307	350	327	343	314	343	338	350	320	323	310	354	343	347	318	303	34
Wendover (Note C)	304	345	328	343	314	#	338	#	320	323	307	#	338	#	314	297	33

For rates to apply, see Agent L. E. Kipp's Tariff No. 385, I. C. C. No. A-3020.

Note A.—Applicable only from or to C&NWRy stations taking Index Nos. 7775 to 7785, inc.

Note B.—Applicable only from or to CB&Q stations taking Index Nos. 8165 to 8175, inc.

Note C.—Applicable only from or to CB&Q stations taking Index Nos. 9515 to 9535, inc., and U. P. stations taking Index Nos. 1194 to 1218, inc.

...nd page 368 of Tariff and page 16 of Supplement No. 30 to read:

SECTION 1-A

ALL RAIL STANDARD MINIMUM CHARGES

Between Eastern Stations and Western Stations.

...overned by the Exceptions to the OFFICIAL Classification as Provided for in Note on Page 371 of Tariff and page 44 of this Supplement ...xcept as otherwise provided in Note C thereof.

If the charge accruing under Sections 1, 1½, 1-B or 1½-B of this Tariff is ...ther than the charge accruing under this Section, on ...e same shipment via the same route, the charge accruing under Sections 1, 1½, 1-B or 1½-B will apply.

Note.—Except as otherwise provided in Section 3-A, rates named in this Section will not apply via rail-ocean-and-rail routes.

SECTION 1-A.

...hange heading on pages 368 to 370 of Tariff, as amended to read:

TABLE OF RATES.

Governed by OFFICIAL Classification or Exceptions Thereto as provided in Note on page 371 of Tariff, as amended, and page 44 of this Supplement.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																			
	1 or 100	2 or 85	77.5	75	3 R35 or 70	65	60	57	R36 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
...id to pages 353 to 370 of Tariff:																				
...	238	243	222	215	200	186	172	163	157	143	129	114	107	100	93	86	79	72	64	57
...	239	246	224	217	202	188	173	165	159	145	130	116	108	101	94	87	79	72	65	58
...	240	247	225	218	203	189	174	165	160	145	131	116	109	102	94	87	80	73	65	58
...	242	248	226	219	204	190	175	166	161	146	131	117	110	102	95	88	80	73	66	58
...	243	251	229	221	207	192	177	168	163	148	133	118	111	103	96	89	81	74	66	59
...	243	252	229	222	207	192	178	169	163	148	133	118	111	104	96	89	81	74	67	59
...	244	252	230	223	208	193	178	169	163	149	134	119	111	104	97	89	82	74	67	59
...	245	253	231	224	209	194	179	170	164	149	134	119	112	104	97	89	82	75	67	60
...	246	254	232	224	209	194	179	170	164	150	135	120	112	105	97	90	83	75	67	60
...	248	256	241	233	218	202	187	177	171	156	140	124	117	109	101	93	86	78	70	62
...	252	274	250	242	225	209	193	184	177	161	145	129	121	113	105	97	89	81	72	64
...	253	280	255	247	230	214	197	188	181	165	148	132	123	115	107	99	90	82	74	66
...	254	284	259	251	234	217	200	190	184	167	150	134	125	117	109	100	92	84	75	67

Change Note on page 371 of Tariff:

NOTE

SECTION 1-A

EXPLANATION OF NOTE REFERRED TO ON PAGES 368 TO 370, AND PAGE 43 OF THIS SUPPLEMENT.

1. Rates resulting from the rate basis numbers published in Section 1-A of Tariff as amended between Eastern stations and Western stations are governed by:

Exceptions to Official Classification as follows: **(See Notes A and C).**

(a) On traffic from Eastern Stations to Western Stations:

In connection with rates resulting from Rate Basis Numbers shown in Columns 1 to 2-D, inc., apply Exceptions applicable from the Same Origin to Territory R in Agent W. S. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C. No. A-537, and Exceptions applicable From the Same Origin to Territory R in Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C. No. 434.

In connection with rates in Columns 3 to 12, inc., apply Exceptions applicable from the Same Origin to Territory C in Agent W. S. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C., No. A-537 and Exceptions applicable from the Same Origin to Territory I in Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C No. 434, also Exceptions published in Item Nos. 600 and 610.

In connection with rates in Columns 13 to 17, inc., apply Exceptions applicable from the Same Origin to Territory E in Agent W. S. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C. No. A-537 and exceptions from the Same Origin to Territory H in Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C. No. 434.

(b) On traffic from Western Stations to Eastern Stations:

In connection with rates resulting from Rate Basis Numbers shown in Columns 1 to 2-D, inc., apply Exceptions published in Agent B. T. Jones' Tariff No. 545-I, I. C. C. No. 3768, C. T. C. No. 1851, Agent L. E. Kipp's I. C. C. No. A-3465.

In connection with rates in Columns 3 to 17, inc., apply Exceptions published in Agent B. T. Jones' Tariff No. 130-C, I. C. C. No. 3926, C. T. C. No. 1918, as now applicable from "Central Freight Association" territory, also from points in Wisconsin (see Exceptions), also Exceptions published in Item Nos. 600 and 610.

Exception.—Will not apply to or from the following points in Wisconsin:

Kewaunee	Marinette	C&NW Stations Siding No. 6 to Newton (Stations Nos. 2600 to 2680), Milwaukee and
Manitowoc	Sheboygan	points named in Note 65, page 81 of Agent B. T. Jones' Tariff No. 130-C, I. C. C.
	Two Rivers	No. 3926, C. T. C. No. 1918.

2. Rates resulting from the Rate Basis Numbers published in Section 1½A of Tariff, as amended, between Eastern Stations and Western Stations are governed by:

Official Classification **(See Notes B and C).**

Note A.—Where reference is made to this Note rates in Section 1A will apply only where applicable rating is published in Exceptions to Official Classification subject to applicable rules and other provisions in Exceptions to the Official Classification and to applicable rules and other provisions, **except ratings,** in Official Classification, **except that**

Rates in Section 1A will also apply where the applicable rating is published in Official Classification and the applicable carload minimum weight is published in Exceptions to the Official Classification.

Note B:—Where reference is made to this Note rates in Section 1½A will apply only where the applicable rating is published in the Official Classification subject to applicable rules and other provisions in Official Classification and to applicable rules and other provisions, **except ratings,** in Exceptions to Official Classification, **except that**

Rates in Section 1½A will **not** apply where the applicable rating is published in Official Classification and the applicable carload minimum weight is published in Exceptions to Official Classification. Rates in Section 1-A will apply.

Note C.—For the purpose of determining minimum charges for rates in Section 1 applicable under the provisions of Note D, paragraph 2 of Item No. 61½, minimum charges named in Section 1-A are subject to Official Classification and Exceptions thereto named in paragraph (1) of "Note" above. Minimum charges in Section 1½-A will not apply.

For the purpose of determining minimum charges to or from stations shown below, rates in Section 1-A are governed by Official Classification and Exceptions thereto:

D&SL—Stations Index Nos. 187 to 280.
L N P&W—All Stations.
S&EV—All stations.
U. P.—Stations Index Nos. 1680 to 2230; 7485 to 7690.
Stations in Utah.
Stations in Wyoming other than those taking Cheyenne, Wyo., basis.

anges resulting from the use of rate basis numbers in this section result in increases, reductions or no change in rates.
d to page 372 of Tariff:

SECTION 1½A

ALL RAIL STANDARD MINIMUM CHARGES.

Between Eastern Stations and Western Stations.

overned by the OFFICIAL Classification as provided in Note on page 371 of Tariff and page 44 of this Supplement except as otherwise provided in Note C thereof.

If the charge accruing under Sections 1, 1½, 1-B or 1½-B of this Tariff is higher than the charge accruing under this Section, on the same shipment via the same route, the charge accruing under Sections 1, 1½, 1-B or 1½-B will apply.

Add to page 372 of Tariff:

SECTION 1½A.
MINIMUM CHARGES.

Between Eastern Stations shown on pages 11 to 98 of Tariff, as amended, and Western Stations shown on pages 99 to 186 of Tariff, as amended, opposite Index Nos. shown below, inclusive.	Apply Rate Basis Numbers shown on pages 48 and 49 of this supplement under Columns.
Alton	
980 to 1195	6
AT&SF	
320 to 520	6
635 to 4370	6
4460 to 4520	6
6235 to 6730	6
6775 to 7070	6
BAM	
5 to 145	5-A
B&G	
5, 30, 35, 40, 45	5-A
Bev&S	
10 to 15	6
CN-W	
137 to 155	1
CR&IC	
5	3
6 to 50	4
CCW	
5	2-B
10 to 25	5
40 to 50	2-B
C&NW	
1430 to 1445	17
1450 to 1525	14
1530 to 1570	13
1660 to 2520	16
2535 to 2540	13
2805 to 3260	13
3315 to 3390	15
3395 to 3585	13
3625 to 3656	15
3657 to 3693	13
3695, 3697	16
3725 to 4100	13
4185 to 4315	10
4320 to 4340	9
4345 to 4365	13
4385, 4390	9
4415	13
4423 to 4467	17
4585 to 4606	13
4610 to 4670	8
4695 to 4775	7
4850 to 4910	4
4925	3
4940 to 5180	5
5195 to 5295	4
5315 to 5620	5
5625	2-B
5630 to 5730	2-D
5755 to 5995	5
6000 to 6025	2-D
6030 to 6037	5
6050 to 6085	2-D
6110 to 6520	5
6545, 6550	13
6555 to 6640	2-A
6642 to 6795	2-C
6815 to 6845	2-A
6885 to 7090	2-C
7095 to 7150	2
7155 to 7240	2-C
7245	2
7255 to 7270	2-C
7275	1
7280 to 7290	2-C

Between Eastern Stations shown on pages 11 to 98 of Tariff, as amended, and Western Stations shown on pages 99 to 186 of Tariff, as amended, opposite Index Nos. shown below, inclusive.	Apply Rate Basis Numbers shown on pages 48 and 49 of this supplement under Columns.
C&NW—Con.	
7295 to 7310	2
7315 to 7345	1
7355 to 7394	2
7400 to 7445	2-D
7450 to 7785	5
7790 to 7875	5-A
7880 to 8030	5
8035 to 8100	6
8250 to 8520	5
8525 to 8564	2
8600, 8605	2
8655 to 8730	2
C&NW(MVO)	
8615	2
8762 to 8835	5-A
CB&Q	
2330 to 2435	9
2440 to 2595	13
2710 to 2775	4
2790 to 2995	5
3000 to 3080	4
3130 to 3195	4
3220 to 3310	5
3315 to 3455	6
3460 to 3535	5
3585 to 3625	3
3630 to 3680	6
3685 to 3760	5
4135 to 4190	6
4270 to 4330	4
4345 to 4525	6
4530 to 4675	5
4690 to 5140	6
5145 to 5165	5
5185 to 5220	6
5225	5
5230 to 5260	6
5265 to 5282	6
5310 to 5325	6
5565 to 5690	5
5700 to 5795	6
5800	5
5805 to 6278	6
6280 to 6625	5
6630 to 7715	6
7720 to 8175	5
8180 to 8415	5-A
8580 to 8925	5-A
8930 to 9125	5
9130 to 9330	2
9335 to 9460	5
9465 to 9475	6
9477 to 9510	5
9515 to 9535	5
9540 to 9570	5-A
9585 to 9655	5
CGW	
200 to 295	3
300 to 480	5
485 to 640	6
645 to 660	3
665 to 710	2-B
720 to 810	2-A
815 to 835	13
840 to 855	3
856 to 917	5
918 to 925	2-B
926, 927	2-A
928 to 1065	5

Between Eastern Stations shown on pages 11 to 98 of Tariff, as amended, and Western Stations shown on pages 99 to 186 of Tariff, as amended, opposite Index Nos. shown below, inclusive.	Apply Rate Basis Numbers shown on pages 48 and 49 of this supplement under Columns.
CGW—Con.	
1185 to 1195	2-B
1200 to 1260	2-A
1310	13
1315 to 1360	2-A
1365	13
1370 to 1415	2-A
1420 to 1440	2-C
CMStP&P	
1260 to 1385	10
1470 to 1490	9
1580 to 1670	7
1760 to 1860	17
1866, 1870	10
1880 to 1920	9
1980 to 2015	9
2020 to 2050	10
2066 to 2835	13
3065	17
3080 to 3090	14
3105, 3110	17
3125 to 3134	14
3150 to 3170	14
3190 to 3220	17
3580 to 3590	15
3595 to 3680	16
3705 to 4270	16
4300 to 4400	13
4505 to 4685	9
4700 to 4745	2-B
4760 to 4790	9
4795 to 4870	13
4872 to 4877	2-A
4880 to 4935	13
5030 to 5050	2-A
5085 to 5155	4
5160	3
5165 to 5430	5
5500 to 5555	4
5560 to 5615	3
5620 to 5715	4
5735 to 5965	5
6005 to 6055	4
6060	5
6070	4
6072 to 6115	5
6120 to 6255	6
6315, 6320	3
6325 to 6400	5
6420 to 6575	2-B
6580 to 6775	2-D
6790 to 6815	5
6835 to 6855	2-D
6860 to 6885	2
6900 to 7020	2-B
7027 to 7240	2-A
7245, 7250	13
7280 to 7355	2-B
7358	2-A
7359 to 7365	2-B
7385 to 7455	2-D
7460	2-C
7475 to 7625	2-D
7630 to 7677	2-C
7690 to 7725	2-D
7730, 7735	2
7762 to 7830	2-A
7835 to 7980	2-C
7985 to 8355	1
8370 to 8390	2
8405 to 8495	1

Between Eastern Stations shown on pages 11 to 98 of Tariff, as amended, and Western Stations shown on pages 99 to 186 of Tariff, as amended, opposite Index Nos. shown below, inclusive.	Apply Rate Basis Numbers shown on pages 48 and 49 of this supplement under Columns.
CMStP&P—Con.	
8500 to 8570	2
8585 to 8665	2-B
8670 to 8980	5
8995 to 9100	2
9115 to 9240	13
10010 to 10160	1
11600 to 11875	1
CRI&P	
535 to 605	4
650 to 795	4
800 to 930	3
935 to 975	2
985 to 1015	5
1030 to 1045	2-B
1050	2-B
1065 to 1180	2-A
1185 to 1250	13
1265 to 1335	3
1350 to 1380	2-B
1395 to 1585	5
1590 to 1700	2-D
1705 to 1750	5
1755 to 2035	2-D
2040 to 2085	2-C
2100 to 2205	4
2210 to 2585	5
2590 to 2605	2-D
2620 to 2890	5
2925 to 3020	4
3025 to 3080	5
3095 to 3130	4
3135 to 3155	5
3200 to 3305	4
3310 to 3325	6
3345, 3350	4
3355 to 3435	5
3460	4
3465 to 3485	5
3490 to 3997	6
4025 to 4300	6
4350 to 4410	5
4415 to 5540	6
5585 to 5685	6
CSPM&O	
5 to 605	13
615 to 640	17
650	10
675 to 1440	13
1460 to 1485	2-A
1490 to 1540	2-C
1545 to 2015	2-D
2020	2
2040 to 2065	2-D
2070 to 2470	5
C&SE	
5, 10	6
C&S	
5 to 135	5-A
142 to 490	5
495 to 1290	6
C&W	
120	6
160 to 185	6-A
CR	
5 to 40	13
45 to 80	16
95 to 127	13
130 to 295	16

SECTION 1½A.
MINIMUM CHARGES.

Between Eastern Stations shown on pages 11 to 98 of Tariff, as amended, and Western Stations shown on pages 99 to 186 of Tariff, as amended, opposite Index Nos. shown below, inclusive.	Apply Rate Basis Numbers shown on pages 48 and 49 of this supplement under Column.
D&RGW	
1 to 480	6
500 to 527	6
540, 555	6
581 to 3785	5-A
3798 to 3810	5-A
3830 to 3870	5-A
4210 to 4290	5-A
4433, 4455	5-A
4478 to 4770	5-A
4775 to 4925	5-A
4935 to 4950	5-A
4960	5-A
4970 to 5143	5-A
5153 and 5155	5-A
5165 and 5170	5-A
D&SL	
10	6
267 to 280	5-A
DM&CI	
1 to 190	5
DM&IR	
10, 15	13
20 to 110	4
135 to 165	13
180 to 505	1
520 to 525	13
530 to 860	1
DSS&A	
5 to 370	13
396 to 590	16
612 to 665	11
670 to 695	13
720 to 875	12
995, 1005	16
1025 to 1110	13
1155 to 1195	12
DW&P	
5 to 20	13
26 to 220	1
E&LS	
5 to 225	16
FG&S	
4705 to 4755	1
FDDM&S	
5 to 225	5
GCW	
5 to 35	6
GN	
10 to 310	13
325 to 590	1
600	13
615, 620	1
635 to 695	2
710 to 885	1
925 to 985	2-C
990 to 1100	2-D
1105 to 1140	5
1175 to 1275	2-D
1290 to 1310	2-C
1350, 1355	2-D
1360 to 1400	5
1425 to 1485	1
1490 to 1620	2-C
GN—Con.	
1650 to 3245	1
3310 to 3325	13
3330 to 4030	1
4150 to 4320	1
4400 to 4665	1
4800 to 4885	1
5000 to 5705	1
5730 to 5785	1
GW	
5 to 35	6
40 to 170	5
190 to 235	6
GB&W	
12 to 25	15
30 to 235	13
HU&NE	
5	10
IC	
3575 to 3760	3
3765 to 3815	2-B
3820	2-B
3845, 3850	2-B
3875	3
3880 to 4305	5
4310 to 4365	2-D
4385 to 4405	5
J-P	
10 to 185	6
KCKV	
5 to 85	6
KCS	
5 to 95	6
185 to 375	6
377a to 378d	6
KOG	
10, 11	6
LS&I	
5 to 295	16
420 to 480	11
490 to 585	16
610 to 770	13
LNP&W	
15 to 70	5-A
M&On	
5, 10	3
M&LS	
30 to 165	13
MT&W	
5 to 90	13
MC&CL	
5	2-B
7 to 20	2-D
MidC	
5 to 50	1
MV	
1 to 14	6
MinR	
1275 to 1515	16
M&StL	
5 to 25	13
30 to 110	2-A
115	2-B
117 to 150	2-D
155 to 280	5
295 to 305	2-C
310 to 380	2-D
425	2-D
430 to 510	5
525 to 755	2-C
760 to 775	1
875 to 905	2-B
910 to 1070	5
1075 to 1145	4
1275 to 1305	5
1320 to 1575	5
M&StL(MVS)	
790, 795	2-C
800 to 855	2
MA&CR	
5 to 35	13
40 to 85	1
MN&S	
5 to 30	13
45 to 217	2-A
520	13
SooRy	
370 to 450	13
455 to 470	14
475 to 540	17
555 to 2640	13
2650 to 2700	15
2760 to 2795	13
2830 to 3055	16
3075 to 3115	11
3170 to 3240	11
3245 to 3395	12
3415 to 3682	13
3685 to 4350	1
4402 to 4485	13
4495 to 6080	1
MD&W	
5 to 135	1
MinnW	
25 to 295	2-C
MKT	
20 to 855	6
895 to 1275	6
1695 to 1730	6
MP	
50 to 1420	6
1425 to 1480	5
1505 to 1520	6
1525 to 1700	5
1725 to 2470	6
2755 to 5160	6
NEO	
46	6
50 to 143	6
NP	
5 to 890	13
920 to 3261	1
RCBH&W	
5 to 70	2
RPL&N	
5	6
SL&U	
5 to 210	5-A
SLSF	
65 to 180	6
645 to 830	6
3355 to 3740	6
4045 to 4055	6
4153 to 4370	6
4470 to 4535	6
4577 to 4860	6
4875 to 4905	6
5720 to 5735	6
S&EV	
10 to 60	5-A
SIa	
5 to 55	5
Tama&T	
5 to 15	5
UP	
5 to 230	5
235 to 330	6
345 to 835	5
850 to 860	6
880 to 1192	5
1194 to 1218	5
1222 to 1262	5-A
1264 to 1675	5
1680 to 2230	5-A
2235 to 2390	5-A
2405 to 4075	6
4080 to 4380	5
5000 to 5315	6
5560 to 5685	5-A
5695 to 5730	5-A
7485 to 7690	5-A
16630 to 16700	5-A
16710 and 16715	5-A
16780 to 16807	5-A
16945	5-A
16980 to 16990	5-A
UnElec	
5 to 110	6
Wab	
2375 to 2445	5
2450 to 2880	6
2895 to 3010	5
3030 to 3065	4
3075 to 3445	6
WCF&N	
5 to 130	3
WP	
877 to 890	5-A
895	5-A
WRy	
5 to 35	5-A

Add to page 373 of Tariff:

SECTION 1½-A

MINIMUM CHARGES—Continued

(Footnote)

BETWEEN Eastern Stations shown on pages 11 to 98 of Tariff, as amended, taking Rate Basis:	AND Western Stations Shown on Pages 46 and 47 of this Supplement																							
	Columns 1	Columns 2	Columns 2-A	Columns 2-B	Columns 2-C	Columns 2-D	Columns 3	Columns 4	Columns 5	Columns 5-A	Columns 6	Columns 6-A	Columns 7	Columns 8	Columns 9	Columns 10	Columns 11	Columns 12	Columns 13	Columns 14	Columns 15	Columns 16	Columns 17	Columns 18
	Apply Rate Basis Numbers (For rates, see Section 1-A, pages 353 to 370 of Tariff, as amended)																							
DELAWARE																								
Greenwood	248	247	223	211	247	223	204	205	207	188	207	188	198	206	204	198	208	198	206	206	196	191	2[illegible]	
MAINE																								
Bangor	272	272	249	239	272	249	233	234	239	217	239	217	224	227	231	219	226	217	224	224	215	208	20	
Calais	285	285	262	252	285	262	245	246	251	228	251	228	237	239	245	231	238	230	237	237	227	220	21	
Caribou	329	329	306	296	329	306	299	300	304	276	304	276	289	292	299	285	290	283	289	289	279	274	26	
Houlton	313	313	290	280	313	290	279	281	285	259	285	259	270	273	279	265	271	264	270	270	261	254	25	
Madawaska	334	334	311	301	334	311	305	306	310	282	310	282	295	298	305	290	297	289	295	295	286	279	28	
Mars Hill	322	322	299	289	322	299	290	292	295	268	295	268	281	283	290	276	282	275	281	281	271	266	25	
Oakfield	305	305	282	272	305	282	270	271	275	250	275	250	261	263	270	255	262	254	261	261	251	244	23	
Portland	257	257	234	224	257	234	218	219	222	202	222	202	208	210	218	204	209	201	208	208	198	193	18	
MARYLAND																								
Baltimore	237	233	211	200	233	211	191	191	191	174	191	174	186	194	191	186	200	191	195	191	189	183	18	
Cumberland	217	213	191	183	213	191	172	172	172	156	172	156	165	171	172	164	178	167	173	169	167	160	16	
Frederick	232	229	207	195	229	207	185	186	186	169	186	169	180	186	[illegible]	179	194	184	189	185	182	176	16	
Hagerstown	226	222	200	190	222	200	180	180	180	164	180	164	176	182	[illegible]	174	188	178	183	179	176	168	15	
MASSACHUSETTS																								
Boston	250	250	228	219	250	229	212	213	217	197	217	197	201	205	212	197	204	194	202	202	193	186	18	
Grafton	252	252	231	221	252	231	215	216	219	199	219	199	204	207	215	199	206	196	205	205	195	188	18	
Pittsfield	234	231	215	207	231	215	200	201	205	186	205	186	189	193	200	185	190	182	190	190	182	174	17	
Springfield	240	237	221	213	237	221	206	207	210	191	210	191	198	202	206	195	200	191	197	197	189	184	18	
NEW JERSEY																								
Atlantic City	248	247	223	215	247	223	206	207	207	188	207	188	198	206	206	201	209	201	207	207	197	193	19	
Bridgeton	245	245	221	212	245	221	198	204	205	186	205	186	196	204	204	198	206	197	205	205	195	190	19	
Long Branch	244	240	223	215	240	223	206	207	207	188	207	188	198	206	206	201	209	201	207	207	197	193	19	
Trenton	239	239	217	210	239	217	201	202	202	184	202	184	196	201	201	194	200	191	197	197	188	183	18	
NEW YORK																								
Albany	227	224	208	202	224	208	194	195	198	180	198	180	183	186	194	179	184	176	184	184	176	168	16	
Batavia	193	189	176	170	189	176	162	165	168	153	168	153	152	154	162	146	152	140	153	153	145	136	13	
Croghan	229	225	211	206	225	211	196	201	205	186	205	186	190	193	200	186	190	177	191	191	184	176	17	
Geneva	203	199	186	180	199	186	171	172	176	160	176	160	161	164	171	156	161	150	162	162	156	148	14	
Glens Falls	231	231	217	210	231	217	204	205	208	189	208	189	193	196	204	189	194	185	194	194	185	178	17	
Gloversville	235	233	216	209	233	216	202	204	207	188	207	188	194	196	202	189	195	185	194	194	184	176	17	
Hudson	231	227	215	207	227	215	200	201	205	186	205	186	189	193	200	185	190	182	190	190	182	174	17	
Malone	230	227	210	205	227	210	200	197	201	183	201	183	184	186	194	179	184	176	186	186	179	171	16	
Middletown	234	234	215	213	234	215	206	207	207	188	207	188	194	197	206	190	196	186	194	194	185	180	18	
Mineola	246	246	226	220	246	226	215	216	216	196	216	196	207	210	215	204	208	200	206	206	197	188	18	
Montauk	260	260	240	234	260	240	219	232	232	211	232	211	224	228	231	220	226	217	222	222	215	209	20	
New York	239	239	219	213	239	219	206	207	207	188	207	188	198	202	206	195	200	191	197	197	189	184	18	
Ogdensburg	224	221	209	200	221	209	194	196	200	182	200	182	184	185	194	179	183	171	186	186	179	171	16	
Olean	196	196	182	174	196	182	162	165	168	153	168	153	155	160	162	153	156	144	156	156	149	140	13	
Oneonta	223	221	204	197	221	204	188	189	193	175	193	175	179	182	188	174	180	171	179	179	169	164	15	
Patchogue	250	250	230	224	250	230	219	220	220	200	220	200	212	216	219	208	218	205	210	210	202	197	19	
Pierrefield	227	227	209	202	227	209	194	196	200	182	200	182	184	186	194	179	184	176	186	186	179	169	16	
Port Jervis	234	231	212	208	231	212	200	200	204	185	204	185	191	194	200	186	191	180	189	189	180	176	17	
Poughkeepsie	234	234	215	213	234	215	206	207	207	188	207	188	194	197	206	190	196	186	194	194	185	180	18	
Rochester	196	196	182	176	196	182	167	169	173	157	173	157	155	160	167	153	155	144	156	156	152	142	13	
Syracuse	207	207	189	185	207	189	176	178	180	164	180	164	167	168	176	162	167	154	167	167	160	153	14	
Utica	213	213	196	190	213	196	180	182	185	168	185	168	172	174	180	167	174	161	172	172	162	156	14	
Watertown	217	213	199	194	213	199	185	186	190	173	190	173	176	178	185	172	176	162	177	177	169	161	15	
Wellsville	203	199	186	176	199	186	167	169	173	157	173	157	160	165	167	157	161	150	162	162	155	145	13	

Footnote.—Will not apply on Dairy Products as described in Item No. 620 to the extent minimum charges are specifically publish in Item No. 630.

1950

Add to page 378 of Tariff:

SECTION 1½-A.

MINIMUM CHARGES—Continued.

(Footnote)

BETWEEN Eastern Stations shown on pages 11 to 16 of Tariff, as amended, taking Rate Basis:	AND Western Stations Shown on Pages 46 and 47 of this Supplement																							
	Col-umn 1	Col-umn 2	Col-umn 2-A	Col-umn 2-B	Col-umn 2-C	Col-umn 2-D	Col-umn 3	Col-umn 4	Col-umn 5	Col-umn 5-A	Col-umn 6	Col-umn 6-A	Col-umn 7	Col-umn 8	Col-umn 9	Col-umn 10	Col-umn 11	Col-umn 12	Col-umn 13	Col-umn 14	Col-umn 15	Col-umn 16	Col-umn 17
	Apply Rate Basis Numbers (For rates, see Section 1-A, pages 368 to 370 of Tariff, as amended)																							
PENNSYLVANIA																								
Altoona	213	210	187	180	210	187	169	171	171	155	171	155	162	167	169	160	174	162	171	165	162	154	160	
Bellefonte	217	215	191	184	215	191	173	174	174	158	174	158	169	174	173	167	177	165	169	169	160	158	167	
Berwick	227	224	199	195	224	199	173	188	188	171	188	171	182	185	185	178	183	173	179	179	172	167	178	
Clearfield	213	207	187	178	207	187	167	168	168	153	168	153	160	167	167	160	167	154	164	164	160	155	160	
Connellsville	206	199	180	171	199	180	158	161	161	146	161	146	153	158	158	152	167	154	161	156	153	147	152	
Driftwood	207	207	187	178	207	187	167	169	173	157	173	157	160	167	167	160	167	154	164	164	157	153	160	
Easton	232	232	210	206	232	210	197	198	198	180	198	180	193	195	197	188	191	182	189	189	180	176	186	
Harrisburg	230	227	202	194	227	202	184	185	185	168	185	168	179	184	184	177	189	177	185	183	176	169	179	
Johnsonburg	203	203	187	173	203	187	162	165	168	153	168	153	155	160	162	153	165	154	162	156	154	146	156	
Johnstown	210	203	185	176	203	185	165	166	166	151	166	151	156	162	165	155	171	154	165	160	156	150	156	
Lewistown	222	219	195	186	219	195	176	177	177	161	177	161	171	177	176	169	183	174	180	174	173	165	172	
Lignier	212	205	186	177	205	186	166	168	168	153	168	153	160	166	166	158	174	161	168	164	160	155	158	
Philadelphia	239	239	215	206	239	215	197	198	198	180	198	180	193	200	197	193	200	191	197	197	189	183	194	
Pottsville	229	227	206	200	227	206	191	193	193	175	193	175	182	188	191	180	188	177	185	185	177	171	182	
Punxsutawney	207	199	183	173	199	183	161	164	164	149	164	149	152	160	161	153	167	154	162	156	157	150	156	
Reading	233	233	209	200	233	209	191	193	193	175	193	175	185	190	191	180	191	182	189	189	183	178	186	
Rockwood	210	207	185	176	207	185	165	166	166	151	166	151	160	166	165	158	173	160	165	160	157	154	155	
Scranton	224	221	202	199	221	202	190	193	194	176	194	176	182	185	190	178	188	173	179	179	172	167	178	
Williamsport	217	217	196	185	217	196	176	178	178	162	178	162	174	178	176	171	177	165	172	172	164	160	171	
VIRGINIA																								
Bluemont	242	238	216	205	238	216	197	197	197	179	197	179	193	200	197	193	206	197	201	197	195	189	194	
Cape Charles	262	255	230	218	255	230	210	210	210	191	210	191	207	213	210	207	226	215	219	215	210	206	209	
Covington	224	217	194	184	217	194	171	171	168	153	168	153	169	174	171	167	189	180	180	176	172	167	171	
Elkton	232	226	200	190	226	200	180	180	180	164	180	164	178	183	180	176	197	189	189	184	180	176	179	
Franklin City	256	255	230	218	255	230	210	210	210	191	210	191	207	213	210	207	217	209	215	215	212	202	209	
Lynchburg	237	230	205	196	230	205	185	184	183	166	183	166	180	185	185	178	201	193	194	189	185	180	183	
Midway	231	227	205	195	227	205	186	183	186	169	186	169	182	188	186	180	194	184	189	185	182	174	180	
Norfolk	256	250	224	212	250	224	205	202	200	182	200	182	202	207	205	200	220	215	215	209	208	204	205	
Pig Point	264	258	232	220	258	232	202	212	209	190	209	190	212	216	213	209	230	223	224	219	218	213	215	
Richmond	248	241	216	204	241	216	195	195	193	175	193	175	193	198	195	190	210	204	205	200	194	190	196	
Roanoke	232	224	200	190	224	200	180	179	177	161	177	161	178	183	180	176	197	189	189	184	180	176	179	
Schuyler	260	253	228	216	253	228	209	209	207	188	207	188	207	213	209	205	226	218	219	215	208	205	210	
West Point	253	246	221	209	246	221	201	201	196	178	196	178	196	202	201	194	217	209	208	204	197	195	200	
Yeodon	251	244	219	207	244	219	198	198	196	178	196	178	196	202	198	194	215	207	208	204	197	194	200	
WEST VIRGINIA																								
Bradfield	221	210	190	182	210	190	171	167	166	151	166	151	164	169	171	162	188	176	177	172	167	165	165	
Elkins	217	210	193	183	210	193	168	171	171	155	171	155	166	173	168	166	180	168	174	169	166	166	167	
Irvin	219	215	193	185	215	193	174	174	174	158	174	158	167	173	174	166	180	169	176	172	169	162	167	
Grafton	209	208	182	179	208	182	160	158	158	144	158	144	155	162	160	155	169	158	164	158	154	152	156	
Hendricks	221	213	196	185	213	196	173	171	173	157	173	157	171	178	173	171	185	174	179	174	169	168	172	
Keyton	217	210	190	180	210	190	168	166	166	151	166	151	164	169	168	162	185	174	177	172	167	165	165	
Petersburg	227	223	201	191	223	201	182	182	182	165	182	165	179	185	182	178	191	179	186	183	179	173	178	
Richwood	223	217	196	186	217	196	176	173	176	160	176	160	173	180	176	173	189	179	182	177	172	171	174	
Williamson	207	196	180	172	196	180	157	155	155	141	155	141	153	158	157	152	176	166	168	161	156	157	154	

Footnote.—See page 48 of this Supplement.

Change on page 373 of Tariff, as amended:

SECTION 1-B

ALL RAIL STANDARD MINIMUM CHARGES

Governed by Exceptions to Western Classification (except as otherwise provided in Note on pages 374 to 376, inc., of Tariff, as amended and page 50 of this Supplement.)

Applicable on traffic between Eastern Stations shown on pages 11 to 98, and Western Stations in Wisconsin and Michigan, and Stations in Iowa and Minnesota shown in Notes A and B of Item No. 6, page 198.

(a) If the charge accruing under Sections 1, 1½, 1-A or 1½-A of this Tariff is higher than the charge accruing under this Section on the same shipment via the same route, the charge accruing under Sections 1, 1½, 1-A or 1½-A will apply.

(b) If the charge accruing under Section 4 of this Tariff (on Export, Intercoastal and Coastwise Traffic) is higher than the charge accruing under this Section, on the same shipment via the same route, the charge accruing under Section 4 will apply.

EXCEPTION.

The provisions of this Section will not apply where specific minimum charges are provided in Section 1-C of this Tariff.

Change "Note" shown at foot of pages 374 to 376 of Tariff, as amended, to read:

Note.—Rates resulting from the rate basis numbers published in Section 1-B of Tariff, as amended, between Eastern Stations and Western Stations will apply only to the extent provided for in Section 2 (Column B) of Exceptions to Western Classification Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925 subject to applicable rules and other provisions, except ratings, of Western Classification.

Rates resulting from the rate basis numbers published in Section 1½-B of Tariff, as amended, between Eastern Stations and Western Stations are governed by Western Classification.

EXCEPTIONS.

For the purpose of determining minimum charges for rates in Section 1 applicable under the provisions of Note D, paragraph 4 Item No. 6½, minimum charges named in Section 1-B are subject to Western Classification and Exceptions thereto published in Section 2 (Column B) of Agent L. E. Kipp's Tariff No. 338-J, I. C. C. No. A-3529, C. T. C. No. A-925. Minimum charges in Section 1½-B do not apply.

Add to pages 374 to 376 of Tariff:

SECTION 1-B.

Governed by WESTERN Classification and Exceptions Thereto (Note).

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																			
	1 or 100	2 or 85	77.5	75	3 R25 or 70	65	60	57	4 or 55	50	A or 45	40	5 or 37.5	35	B or 32.5	C or 30	27.5	25	D or 22.5	20
88	88	49	45	44	41	38	35	33	32	29	26	23	22	20	19	17	16	15	13	12
95	95	81	74	71	67	62	57	54	52	48	43	38	36	33	31	29	26	24	21	19
98	98	83	76	74	69	64	59	56	54	49	44	39	37	34	32	29	27	25	22	20
103	103	86	80	77	72	67	62	59	57	52	46	41	39	36	33	31	28	26	23	21
107	107	91	83	80	75	70	64	61	59	54	48	43	40	37	35	32	29	27	24	21
113	113	93	88	85	79	73	68	64	62	57	51	45	42	40	37	34	31	28	25	23
115	115	98	89	86	81	75	69	66	63	58	52	46	43	40	37	35	32	29	26	24
118	118	100	91	89	82	77	71	67	65	59	53	47	44	41	38	36	32	30	27	24
122	122	104	95	92	85	79	73	70	67	61	55	49	46	43	40	37	34	31	27	25
129	129	110	100	97	90	84	77	74	71	65	58	52	48	45	42	39	35	32	29	26
136	136	116	105	102	95	88	82	78	75	68	61	54	51	48	44	41	37	34	31	27
137	137	116	106	103	96	89	82	78	75	69	62	55	51	48	45	42	38	34	31	27
140	140	119	109	105	98	91	84	80	77	70	63	56	53	49	46	43	39	35	32	28
141	141	120	109	106	99	92	85	80	78	71	63	56	53	49	46	43	39	35	32	28
149	149	127	115	112	104	98	89	85	82	75	67	60	56	52	48	45	41	37	34	30
154	154	131	119	116	108	100	92	88	85	77	69	62	58	54	50	46	42	39	35	31
156	156	133	121	117	109	101	94	89	86	78	70	62	59	55	51	47	43	39	35	31

Note—For Explanation, see pages 374 to 376, inc. of Tariff, as amended, and page 50 of this Supplement.

hanges resulting from the use of rate basis numbers in this Section are reductions.

to page 377 of Tariff:

SECTION 1½-B

ALL RAIL STANDARD MINIMUM CHARGES

erned by Western Classification (except as otherwise provided in Note on pages 374 to 376 of Tariff, as amended, and page 50 of this upplement.)

licable on traffic between Eastern Stations shown on pages 11 to 98 of Tariff, as amended, and Western Stations in Wisconsin and Michigan, and Stations in Iowa and Minnesota shown in Notes A and B of Item No. 6, page 192 of Tariff, as amended.

(a) If the charge accruing under Sections 1, 1½, 1-A or 1½-A of this Tariff is higher than the charge accruing under this Section, the same shipment via the same route, the charge accruing under Sections 1, 1½, 1-A or 1½-A will apply.

(b) If the charge accruing under Section 4 of this Tariff (on Export, Intercoastal and Coastwise Traffic) is higher than the charge ruing under this Section, on the same shipment via the same route, the charge accruing under Section 4 will apply.

EXCEPTION.

The provisions of this Section will not apply where specific minimum charges are provided in Section 1-C of this Tariff.

d to page 377 of Tariff:

SECTION 1½-B.

MINIMUM CHARGES.

(Footnote)

Between Western Stations shown pages 99 to 186 of Tariff, as ended, taking Rate Basis shown low and all Eastern Stations own on pages 11 to 98 of Tariff, as ended.	Apply Rate Basis Numbers. For Rates, see Section 1-B, pages 374 to 376 of Tariff, as amended, and page 50 of this Supplement.	Between Western Stations shown on pages 99 to 186 of Tariff, as amended, taking Rate Basis shown below and all Eastern Stations shown on pages 11 to 98 of Tariff, as amended.	Apply Rate Basis Numbers. For Rates, see Section 1-B, pages 374 to 376 of Tariff, as amended, and page 50 of this Supplement.
IOWA		**WISCONSIN**	
Marquette	107	Ashland	149
MICHIGAN		Bancroft	114
Calumet	154	Calamine	95
Escanaba	131	Camp Douglas	113
Iron Mountain	128	Eau Claire	131
Ironwood	146	Fennimore	109
Marquette	140	La Crosse	121
Munising	115	Ladysmith	136
Sault Ste. Marie	58	Marshfield	125
Sidnaw	140	Masomanie	98
Watersmeet	140	Merrillan	125
MINNESOTA		Owen	129
Duluth	157	Portage	103
Hinckley	156	Prairie du Chien	107
Minneapolis	145	Prentice	136
Red Wing	137	Rhinelander	131
Winona	125	Shawano	118
		Turtle Lake	141
		Waupaca	114
		Wausau	125
		Wisconsin Rapids	122

Footnote.—Will not apply on Dairy Products, as described in Item No. 700 to the extent minimum charges are specifically provided Item No. 710.

Change page 382 of Tariff, as amended:

SECTION 2

ALL—RAIL DIFFERENTIAL RATES

(Applying From Eastern Stations to Western Stations.)

Subject to the provisions of Item No. 8½ of Tariff, as amended. See Section 2½ of Tariff, as amended, for additional all-r differential rates subject to the provisions of Item 8½ of Tariff, as amended.

(a) If the charge accruing under Sections 2-A or 2½-A of this Tariff, is higher than the charge accruing under this Section, on t same shipment via the same route, the charge accruing under Sections 2-A or 2½-A of this Tariff will apply.

(b) (Applicable to Western Stations named on pages 99 to 186 of Tariff, as amended, except to Stations on the Beality.)

If the charge accruing under Section 1½ of this Tariff, as amended, is lower than the charge accruing under this Sectio the charge accruing under Section 1½ of this Tariff, as amended, will apply.

(c) If the charge accruing under the provisions of Section 6 of this Tariff, is lower than the charge accruing under this Section, the same shipment via the same route, the charge accruing under Section 6 of this Tariff, will apply, except as provided in paragraph (

The rates in this Section are subject to maximum application of rates as provided in Section 7 of this Tariff.

EXCEPTION.

The rates named in this Section, will NOT apply from points on the following carriers:

B&O	L&HR	NYS&W
BKDT	L&NE	P&A
Bush T	LV	PRR
CofNJ	LI	RV
D&W	M&E	RR
EJRR&T	NJ&NY	Read
Erie	NY&LB	SB
G&J	NYC(E)(WS)	SIRT
HMRR	NYD	TPT(Read)
JaySC	NYO&W	W&N

Add to pages 391 to 406 of Tariff:

SECTION 2.

TABLE OF RATES.

GOVERNED BY OFFICIAL CLASSIFICATION AND EXCEPTIONS THERETO.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																			
	1 or 100	2 or 85	77.5	75	3 R35 or 70	65	60	57	R36 or 55	4 or 50	45	40	37.5	5 or 35	32.5	30	6 or 27.5	25	22.5	20
187	187	159	145	140	131	122	112	106	100	92	84	75	70	65	60	56	52	47	42	▲38
209	209	178	163	157	147	136	125	119	113	104	94	84	78	73	68	62	58	53	47	▲42
231	231	197	179	173	162	150	139	132	127	115	104	92	87	81	75	69	64	58	52	▲46
236	236	200	182	176	165	153	141	134	129	117	106	94	88	82	76	70	65	59	53	▲47
243	243	206	187	181	170	158	145	138	133	121	109	97	91	84	78	72	67	61	55	48
243	243	207	188	182	171	158	146	138	133	121	110	97	91	85	79	72	67	61	55	49
253	253	215	195	190	178	165	152	144	139	126	114	101	95	88	82	75	70	64	57	51
261	261	222	202	196	183	170	157	149	143	130	118	104	98	91	84	78	72	66	59	52
264	264	224	204	198	185	172	158	150	144	131	119	106	99	92	85	79	73	66	60	53
274	274	233	212	206	192	178	164	156	150	137	124	110	103	96	89	82	76	69	62	55
275	275	234	213	206	192	179	165	157	151	137	124	110	103	96	89	82	76	69	62	55
284	284	242	220	213	199	185	170	162	156	142	128	114	106	99	92	85	78	71	64	57
296	296	252	229	222	207	192	177	169	162	148	133	119	111	104	96	89	83	75	67	59
297	297	253	230	223	208	193	178	169	163	148	134	119	111	104	96	89	83	75	67	59
300	300	255	232	225	211	195	180	171	165	150	135	120	112	105	97	90	83	75	68	60
307	307	261	238	230	215	200	184	175	169	153	138	123	115	107	99	92	85	77	69	61
308	308	262	239	231	216	200	185	175	169	154	139	123	115	108	100	92	85	77	69	62
308	308	262	239	232	217	201	185	176	170	154	139	124	116	108	100	92	85	78	70	62
310	310	264	240	232	218	202	186	177	170	155	140	124	116	108	100	93	86	78	70	62
315	315	268	244	236	221	205	189	179	173	157	142	126	118	110	102	94	87	79	71	63
317	317	270	246	238	222	206	190	181	174	158	143	127	119	111	103	95	88	80	71	63
324	324	276	251	243	227	211	194	185	178	162	146	130	121	113	105	97	89	81	73	65
329	329	280	255	247	231	214	197	187	181	164	148	132	123	115	107	98	91	83	74	66
113A	113	155	165	160	150	139	128	121	115	107	95	84	79	73	69	63	58	53	48	42
119A	119	167	170	164	154	143	131	124	121	110	98	87	81	75	71	65	59	55	49	43
194A	194	165	175	170	159	147	135	128	125	113	101	90	84	78	73	67	61	57	51	45
205C	205	175	159	154	144	134	123	117	113	102	93	82	77	72	66	61	57	52	46	41
208C	208	177	161	156	146	135	125	118	114	104	94	83	78	73	67	62	58	52	47	42
212C	212	180	164	159	149	138	127	121	116	106	95	85	79	74	69	63	59	53	48	42
215C	215	183	167	161	151	140	129	122	118	107	97	86	81	75	70	64	60	54	49	43
219C	219	186	170	164	154	143	131	125	120	109	99	88	82	76	71	65	61	55	49	44
223C	223	189	172	166	156	145	133	126	122	111	100	89	83	77	72	66	61	56	50	44
226C	226	192	175	169	159	147	135	129	124	113	102	90	85	79	73	67	63	57	51	45

Add to pages 406 to 433 of Tariff:

SECTION 2.
TABLE OF RATES.

Governed by WESTERN Classification and Exceptions Thereto.

(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																		
	1 or 100	2 or 85	77.5	75	3 R85 or 70	65	60	57	4 or 55	50	A or 45	40	5 or 37.5	35	B or 32.5	C or 30	27.5	25	D or 22.5
209	209	178	162	157	147	136	125	119	115	104	94	84	78	73	68	63	58	53	47
343	343	306	187	181	170	158	145	138	133	121	109	97	91	84	78	72	67	61	55
364	364	326	204	198	186	172	158	150	145	132	119	106	99	92	85	79	73	66	60
378	378	334	213	206	193	179	165	157	151	137	124	110	103	96	89	82	76	69	63
396	396	343	222	214	201	186	172	163	157	143	129	114	107	100	93	85	79	72	66
297	297	253	230	223	208	193	178	169	163	148	134	119	111	104	96	89	82	75	67
308	308	262	239	231	216	200	185	175	169	154	139	123	115	108	100	92	85	77	69
319	319	271	247	239	224	208	191	182	175	159	144	128	120	111	103	95	88	80	72
330	330	281	256	247	232	215	198	188	181	165	149	132	124	115	107	99	91	83	74
341	341	290	264	256	239	222	205	194	187	170	154	136	128	119	110	102	94	86	77
352	352	299	273	264	247	229	211	200	193	176	159	141	133	123	114	106	97	88	79
363	363	309	281	272	254	236	218	207	199	181	164	145	136	127	118	109	100	91	82
374	374	318	290	280	262	243	224	213	205	187	169	150	140	131	121	112	103	94	84
385	385	328	298	289	270	251	231	219	212	192	174	154	144	135	125	115	106	97	87
396	396	337	307	297	278	258	238	226	218	198	178	158	148	138	128	118	109	99	89
407	407	346	315	305	285	265	244	232	224	203	183	163	153	142	132	122	112	102	92
418	418	355	324	313	293	272	249	238	230	209	188	167	157	146	135	125	115	105	94
429	429	365	332	322	301	279	257	244	236	214	193	172	161	150	139	128	118	108	97
239A	239	204	185	179	168	156	143	136	132	120	107	95	89	82	77	71	65	60	54
249A	249	212	193	187	175	162	149	141	137	125	112	99	92	86	81	74	68	62	56
261A	261	223	202	196	183	170	156	148	144	131	117	104	97	90	84	78	71	65	59
279A	279	238	216	209	196	182	167	159	154	140	125	111	104	96	90	83	76	70	63
283A	283	241	220	212	199	184	170	161	156	142	127	112	106	98	92	84	77	71	63
294A	294	251	228	221	206	191	176	167	162	147	132	117	109	102	95	88	80	74	66
305A	305	260	237	229	214	198	183	173	168	153	137	121	113	106	99	91	83	76	68
316A	316	269	245	237	221	206	189	180	174	158	142	126	118	109	102	94	86	79	71
328A	328	280	254	246	230	213	197	187	181	164	147	130	122	114	106	98	89	82	74
338A	338	288	262	254	237	220	203	192	186	169	152	134	126	117	109	101	92	85	76
195C	195	166	151	146	137	127	117	111	107	97	88	78	73	68	63	58	54	49	44
212C	212	180	164	159	149	138	127	121	116	106	96	85	79	74	69	63	59	53	48
226C	226	192	175	169	159	147	136	129	124	113	102	90	85	79	73	67	63	57	51
239C	239	203	185	179	168	156	143	136	131	119	108	96	90	83	77	71	66	60	54
242C	242	206	187	181	170	158	145	138	133	121	109	97	91	84	78	72	67	61	55
248C	248	211	192	186	174	161	149	141	136	124	113	99	93	87	80	74	69	62	56
253C	253	215	196	190	178	165	152	144	139	126	114	101	95	88	82	75	70	64	57
264C	264	225	204	198	185	172	158	150	145	132	119	106	99	92	85	79	73	66	60
275C	275	234	213	206	193	179	165	157	151	137	124	110	103	96	89	82	76	69	62
279C	279	237	216	209	196	182	167	159	153	139	126	112	106	97	90	83	77	70	63
280C	280	238	217	210	197	182	168	159	154	140	126	112	105	98	91	84	77	70	63
286C	286	243	222	214	201	186	172	163	157	143	129	114	107	100	93	86	79	72	64
297C	297	253	230	223	208	193	178	169	163	148	134	119	111	104	96	89	82	75	67
308C	308	262	239	231	216	200	185	175	169	154	139	123	115	108	100	92	85	77	69
319C	319	271	247	239	224	208	191	182	175	159	144	128	120	111	103	95	88	80	72
330C	330	281	256	247	232	215	198	188	181	165	149	132	124	115	107	99	91	83	74
373C	373	317	289	280	262	243	224	212	205	186	168	149	140	130	121	111	103	94	84

All changes resulting from the use of Rate Basis Numbers in this Section are reductions.

Add to page 453 of Tariff:

SECTION 2½

ALL-RAIL DIFFERENTIAL RATES.

(Applying From Eastern Stations to Western Stations. NOTE.)

NOTE. RATES NAMED IN THIS SECTION WILL ONLY APPLY TO SOO RY STATIONS NAMED ON PAGES 99 TO 186 OF TARIFF AS AMENDED TAKING RATE BASIS NAMED IN THIS SECTION AND WILL ONLY APPLY VIA JUNCTIONS BETWEEN EASTERN AND WESTERN LINES, VIZ.:
CHICAGO, ILL., MANITOWOC, WIS., MANISTIQUE, WIS., MILWAUKEE, WIS., OR SAULT STE. MARIE, MICH., AND ONLY WHEN TRAFFIC IS ROUTED WEST OF THOSE JUNCTIONS VIA SOORY.

Subject to the provisions of Item No. 8½ of Tariff, as amended.

(a) If the charge accruing under Sections 2-A or 2½-A of this Tariff, is higher than the charge accruing under this Section, on the same shipment via the same route, the charge accruing under Sections 2-A or 2½-A of this Tariff, will apply.

(b) If the charge accruing under the provisions of Section 6 of this Tariff, is lower than the charge accruing under this Section, on the same shipment via the same route, the charge accruing under Section 6 of this Tariff, will apply, except as provided in paragraph (a).

The rates in this Section are subject to maximum application of rates as provided in Section 7 of this Tariff.

EXCEPTION.

The rates named in this Section, will NOT apply from points on the following carriers:

B&O	L&HR	NYS&W
BEDT	L&NE	P&A
Bush T	LV	PRR
CofNJ	LI	RV
DL&W	M&E	RR
EJRR&T	NJ&NY	Read
Erie	NY&LB	SB
G&J	NYC(E)(WS)	SIRT
HMRR	NYD	TPT(Read)
JaySC	NYO&W	Wh&N

NOTICE.

The rates named in this Section will not apply on a commodity on which there is a published single-factor commodity rate or a published single-factor rate determined by the use of ratings published as exceptions to the Classification between the same points via any all-rail, rail-motor or motor-rail route.

1957

Supplement No. 43—Freight Tariff No. 107-C.

Add to page 488 of Tariff:

SECTION 2½.

Rate Basis Numbers Via All Rail Differential Routes.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

FROM Eastern Stations Shown on Pages 11 to 98 of Tariff, as amended, Taking Rate Basis:

TO Western Stations shown on pages 99 to 186 of Tariff, as amended, taking Rate Basis:	Bangor Me.	Boston Mass.	Calais Me.	Caribou Me.	Glens Falls N. Y.	Grafton Mass.	Houlton Me.	Hudson N. Y.	Madawaska Me.	Mars Hill Me.	New York N. Y.	Oakfield Me.	Pittsfield Mass.	Portland Me.	Poughkeepsie N. Y.	Springfield Mass.
	APPLY RATE BASIS NUMBERS. (For Rates, see Section 2, pages 391 to 483 of Tariff, as amended.)															
MICHIGAN																
Escanaba	207	188	218	262	180	190	246	177c	267	255	181a	238	177c	193	180	18
Iron Mountain	207	188	218	262	180	190	246	177c	267	255	181a	238	177c	193	180	18
Ironwood	248	226	265	309	216	227	293	213c	314	302	220a	285	213c	234	218	22
Munising	207	188	218	262	180	190	246	177c	267	255	181a	238	177c	193	180	18
Sault Ste Marie	203	182	215	259	174	184	243	171c	264	252	177a	235	171c	189	175	18
MINNESOTA																
Bemidji	291	267	306	350	251	269	334	248c	355	342	255a	326	248c	276	252	25
Brainerd	285	261	300	344	242	263	328	239c	349	337	249a	320	242c	267	245	24
Crookston	303	278	317	361	266	280	345	263c	366	354	265a	337	263c	285	264	27
Delano	273	248	291	335	229	250	319	229c	340	328	236a	311	232c	258	232	23
Detroit Lakes	294	270	308	352	250	272	336	248c	357	345	258a	318	252c	276	255	25
Duluth	267	245	280	324	226	247	308	226c	329	317	231a	300	229c	252	229	23
Fergus Falls	291	267	308	352	250	269	336	248c	357	345	255a	318	252c	276	252	25
Fosston	307	270	335	379	259	272	363	256c	384	372	261a	355	255c	279	258	26
Glenwood	285	261	300	344	239	263	328	239c	349	337	249a	320	242c	270	245	24
Granite Falls	285	261	300	344	239	263	328	239c	349	337	249a	320	242c	270	245	24
McGregor	279	255	294	338	232	257	322	232c	343	331	242a	314	235c	261	239	24
Minneapolis	267	245	280	324	226	247	308	222c	329	317	231a	300	226c	252	229	23
Red Wing	258	236	271	315	222	238	299	221c	320	308	222a	291	221c	244	221	22
Remer	285	258	300	344	239	260	328	239c	349	337	245a	320	242c	267	245	25
Thief River Falls	300	276	314	358	266	278	342	263c	363	351	265a	334	263c	285	263	27
Willmar	282	258	297	341	235	260	325	235c	346	334	245a	317	239c	267	242	24
NORTH DAKOTA																
Bisbee	321	301	333	377	290	303	361	288c	382	370	290a	353	288c	308	289	29
Bismarck	328	308	340	384	297	310	368	294c	389	377	298a	360	294c	315	297	30
Conway	306	285	322	366	274	281	350	271c	371	359	273a	342	271c	294	272	27
Crosby	355	335	368	412	324	337	396	322c	417	405	326a	388	322c	342	324	32
Devils Lake	315	295	327	371	284	297	355	281c	376	364	282a	347	281c	302	281	28
Drake	321	301	333	377	290	303	361	288c	382	370	291a	353	288c	308	290	29
Fargo	297	273	314	358	256	275	342	255c	363	351	261a	334	258c	282	258	26
Grand Forks	306	281	319	363	270	283	347	268c	368	356	269a	349	268c	288	269	27
Grenora	369	349	380	424	338	351	408	334c	429	417	338a	400	334c	355	337	34
Hannaford	306	282	322	366	270	284	350	268c	371	359	270a	342	268c	291	270	27
Hannah	319	299	332	376	288	301	360	285c	381	369	287a	352	285c	306	286	29
Hansboro	323	303	335	379	292	305	363	289c	384	372	293a	355	289c	310	289	29
Havana	300	276	317	361	262	278	345	260c	366	354	261a	337	261c	285	261	26
Jamestown	306	285	322	366	272	287	350	270c	371	359	273a	342	270c	294	272	27
Kenmare	342	323	354	398	312	325	382	309c	403	391	312a	374	309c	329	312	31
Lansford	340	320	351	395	309	322	379	306c	400	388	309a	371	306c	327	308	31
Leeds	320	300	332	376	289	302	360	286c	381	369	287a	352	286c	307	286	29
Max	323	313	344	388	302	315	372	299c	393	381	303a	364	299c	320	302	30
Minot	323	313	344	388	302	315	372	299c	393	381	303a	364	299c	320	302	30
Moffit	317	303	334	378	292	306	362	289c	383	371	293a	354	289c	310	292	29
New Rockford	311	289	327	371	279	291	355	275c	376	364	279a	347	275c	297	279	28
Oakes	303	276	317	361	264	278	345	261c	366	354	267a	337	261c	285	264	26
Omemee	331	311	342	386	300	313	370	297c	391	379	300a	362	297c	318	299	30
Pembina	314	294	327	371	283	296	355	280c	376	364	282a	347	280c	301	281	28
Sanish	345	326	358	402	315	327	386	312c	407	395	316a	378	312c	333	315	31
Valley City	306	279	319	363	266	281	347	263c	368	356	270a	339	264c	288	267	27
Wahpeton	294	270	311	355	258	272	339	253c	360	348	258a	331	255c	279	245	26
Wilton	328	308	340	384	297	310	368	294c	389	377	298a	360	294c	315	297	30
Wishek	314	294	326	369	283	296	353	280c	374	362	285a	345	280c	301	283	28

Add to page 458 of Tariff:

SECTION 2½

Rate Basis Numbers Via All Rail Differential Routes.

(For Governing Classification and Exceptions thereto, see Item No. 5½, page 191 of Tariff, as amended.)

TO Western Stations shown on pages 99 to 186 of Tariff, as amended, taking Rate Basis:	FROM Eastern Stations Shown on Pages 11 to 98 of Tariff, as amended, Taking Rate Basis:																
	Bangor Me.	Boston Mass.	Calais Me.	Caribou Me.	Glens Falls N. Y.	Grafton Mass.	Houlton Me.	Hudson N. Y.	Medawaska Me.	Mars Hill Me.	New York N. Y.	Oakfield Me.	Pittsfield Mass.	Portland Me.	Poughkeepsie N. Y.	Springfield Mass.
	APPLY RATE BASIS NUMBERS. (For Rates, see Section 2, pages 391 to 453 of Tariff, as amended.)															
SOUTH DAKOTA																
Grenville	303	280	319	363	270	282	347	268c	368	356	269A	339	266c	288	269	272
Madra	322	302	333	377	291	304	361	288c	382	370	289A	353	288c	309	288	294
WISCONSIN																
Ashland	260	237	273	317	222	239	301	219c	322	310	227A	293	222c	246	226	229
Bancroft	222	202	233	277	194	204	261	191c	282	270	194A	253	191c	207	194	197
Eau Claire	246	226	257	301	212	228	285	212c	306	294	215A	277	213c	232	214	219
Ladysmith	247	227	258	302	212	229	286	212c	307	295	219A	278	216c	233	216	222
Marshfield	230	214	241	285	202	216	269	200c	290	278	203A	261	200c	216	202	206
Merrillan	230	214	241	285	203	216	269	200c	290	278	203A	261	200c	216	202	206
Owen	246	226	257	301	205	228	285	205c	306	294	213A	277	208c	232	212	216
Portage	207	188	218	262	180	190	246	177c	267	255	182A	238	177c	193	181	185
Prentice	247	227	258	302	208	229	286	208c	307	295	219A	278	212c	233	216	219
Rhinelander	222	202	233	277	194	204	261	191c	282	270	197A	253	191c	207	195	200
Shawano	204	185	216	260	179	187	244	175c	265	253	179A	236	175c	190	178	182
Turtle Lake	264	239	280	324	219	241	308	219c	329	317	226A	300	222c	248	222	227
Waupaca	214	194	227	271	186	196	255	183c	276	264	187A	247	183c	200	185	190
Wausau	222	202	233	277	195	204	261	192c	282	270	196A	253	192c	207	194	199
Wisconsin Rapids	222	202	233	277	194	204	261	191c	282	270	194A	253	191c	207	194	197

1959

Change on page 484 of Tariff, as amended:

SECTION 2-A

ALL RAIL DIFFERENTIAL MINIMUM CHARGES

Governed by Exceptions to Official Classification as provided in Note on page 469 of Tariff and page 60 of this Supplement, except as otherwise provided in Note C thereof.

If the charge accruing under Sections 2 or 2½ of this Tariff is higher than the charge accruing under this Section, on the same shipment via the same route, the charge accruing under Sections 2 or 2½ will apply.

EXCEPTIONS.

The rates named in this Section will not apply from points on the following carriers:

B&O	LAHR	NYS&W
BEDT	LANE	P&A
BushT	LV	PRR
C&NJ	LI	RV
DL&W	M&E	RR
EJRR&T	NJ&NY	Read
Erie	NY&LB	SB
G&J	NYC(E)(WS)	SIRT
HMRR	NYD	TPT(Read)
JaySC	NYO&W	WhAN

1960

pages 456 to 469 of Tariff;

SECTION 2-A.

TABLE OF RATES.

Governed by OFFICIAL Classification and Exceptions Thereto. (NOTE).
(In Cents per 100 Pounds.)

RATE BASIS NUMBERS	CLASSES																				
	1 or 100	2 or 85	77.5	75	3 R25 or 70	65	60	57	R26 or 55	4 or 50	45	40	37.5	35	5 or 32.5	30	6 or 27.5	25	22.5	20
1	191	163	148	143	134	124	115	109	105	96	86	76	72	67	62	57	53	48	43	38
6	196	167	152	147	138	128	118	112	108	98	88	78	73	68	63	58	54	49	44	39
7	197	168	153	148	138	128	118	112	108	98	89	79	74	69	64	59	55	50	44	39
7	207	176	160	155	145	135	124	118	114	103	93	83	78	72	67	62	57	52	47	41
8	215	183	167	161	151	140	129	122	118	107	97	86	81	75	70	64	60	54	49	43
1	221	188	171	166	155	144	133	126	121	110	100	88	83	77	71	66	61	56	50	44
2	223	189	172	166	156	145	133	126	122	111	100	89	83	77	72	66	61	56	50	44
5	225	192	174	169	158	147	135	128	124	112	102	90	84	79	73	67	62	57	51	45
8	228	194	177	171	160	148	137	130	126	114	103	91	85	80	74	68	63	57	51	46
9	239	203	185	179	168	156	143	136	131	119	108	96	90	83	77	71	66	60	54	48
8	256	218	198	192	180	167	154	146	141	128	115	102	96	89	83	76	71	64	58	51
9	269	229	208	202	189	175	161	153	148	134	121	108	101	94	87	80	74	68	61	54
70	270	230	209	202	190	176	162	154	148	135	122	108	101	94	87	81	75	68	61	54
74	274	237	212	205	192	178	164	156	150	137	124	110	103	96	89	82	76	69	62	55
75	278	294	213	206	193	179	165	157	151	137	124	110	103	96	89	82	76	69	62	55
7	277	236	215	208	194	180	166	158	152	138	125	111	104	97	90	83	77	70	62	55
81	281	239	218	211	197	183	169	160	154	140	127	112	105	98	91	84	78	71	63	56
84	284	242	220	213	199	185	170	162	156	142	128	114	106	99	92	85	79	71	64	57
86	286	243	221	214	200	186	171	162	157	143	129	114	107	100	92	85	79	72	64	57
87	287	244	222	215	201	187	172	163	158	143	129	115	108	100	93	86	79	72	65	57
89	290	247	225	217	204	189	174	165	159	145	131	116	109	101	94	87	80	73	65	58
97	291	248	225	218	204	189	175	166	160	145	131	116	109	102	94	87	80	73	66	58
92	292	248	226	219	205	190	175	166	160	146	132	117	109	102	95	87	81	73	66	58
93	293	249	227	220	206	191	176	167	161	146	132	117	110	102	95	87	81	74	66	59
94	294	250	228	220	206	191	176	167	161	147	133	118	110	103	95	88	81	74	66	59
96	296	252	229	222	208	193	178	169	163	148	133	118	111	103	96	88	82	74	67	59
00	300	255	232	225	211	195	180	171	165	150	135	120	112	105	97	90	83	75	68	60
03	303	260	237	229	215	199	184	174	168	153	138	122	115	107	99	91	85	77	69	61
08	308	262	239	231	216	200	185	175	169	154	139	123	115	108	100	92	85	77	69	62
17	317	270	246	238	223	206	190	181	174	158	143	127	119	111	103	95	88	80	71	63
24	324	276	251	243	227	211	194	185	178	162	146	130	121	113	105	97	89	81	73	65
29	329	280	255	247	231	214	197	187	181	164	148	132	123	115	107	98	91	83	74	66
81	181	155	140	136	127	118	108	103	100	91	81	72	67	63	58	54	49	45	41	36
82	183	156	142	137	129	119	110	104	101	92	82	72	68	63	59	54	50	46	41	36
86	186	159	144	140	131	121	111	106	103	93	83	74	69	64	60	55	50	47	42	37
87	187	160	145	140	132	122	112	106	103	94	84	74	69	64	60	56	51	47	42	37
89	189	161	147	142	133	123	113	107	104	96	85	75	70	65	61	56	51	47	42	37
90	190	163	147	143	134	124	114	108	105	96	85	75	70	66	61	56	51	48	43	38
93	193	164	149	144	135	125	115	109	106	96	86	76	71	66	62	57	53	48	43	38
94	194	166	151	146	136	126	116	110	107	97	87	77	72	67	63	58	53	49	43	38
98	198	169	154	149	139	129	119	112	109	99	89	78	73	68	64	59	54	50	44	39
99	199	171	154	149	140	130	119	113	110	100	89	79	74	68	64	59	54	50	45	39
59	169	144	131	127	119	110	101	96	93	84	76	68	63	59	55	50	47	43	38	34
60	180	153	139	135	127	117	108	102	99	90	81	72	67	63	58	54	50	45	41	36
64	184	157	142	138	129	120	110	105	101	92	83	74	69	64	59	55	51	46	42	37
65	185	158	143	139	130	121	111	105	102	93	84	74	69	65	60	55	51	47	42	37
68	188	160	146	141	132	122	112	107	103	94	85	75	70	66	61	56	52	47	42	38
36	196	166	151	146	137	127	117	111	107	97	88	78	73	68	63	58	54	49	44	39
38	196	167	152	147	138	128	118	112	108	98	88	78	73	68	63	58	54	49	44	39
40	200	170	155	150	141	130	120	114	110	100	90	80	75	70	65	60	55	50	45	40
42	223	189	172	166	156	145	133	126	122	111	100	89	83	77	72	66	61	56	50	44
46	226	192	175	169	159	147	136	129	124	113	102	90	85	79	73	67	63	57	51	45

Note.—For Explanation of Note, see page 469 of Tariff, as amended.

1961

SECTION 2-A.

Change Note on Page 469 of Tariff, as amended:

NOTE:

EXPLANATION OF NOTE AS SHOWN ON PAGES 456 TO 469 OF TARIFF, AS AMENDED.

1. Rates resulting from the rate basis numbers published in Section 2-A of Tariff, as amended from Eastern stations to Wester stations are governed by:

Exceptions to Official Classification as follows (See Notes A and C):

(a) In connection with rates resulting from Rate Basis Nos. shown in Columns 1 to 2-D, inc., apply Exceptions applicable FROM THE SAME ORIGIN to Territory R in Agent W. S. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C. No. A-537, and Exceptions applicable FROM THE SAME ORIGIN to Territory R in Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C. No. 434.

(b) In connection with rates in Columns 3 to 12, inc., apply Exceptions applicable FROM THE SAME ORIGIN to Territory Q in Agent W. S. Curlett's Tariff No. 90-J, I. C. C. No. A-797, C. T. C. No. A-537, and Exceptions applicable FROM THE SAME ORIGIN to Territory E in Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C. No. 434.

(c) In connection with rates in Columns 13 to 17, inc., apply Exceptions applicable FROM THE SAME ORIGIN to Territory E in Agent W. S. Curlett's Tariff No. 90-J, I.C.C. No. A-797, C.T.C. No. A-537 and Exceptions FROM THE SAME ORIGIN to Territory E in Agent I. N. Doe's Tariff No. 30-K, I. C. C. No. 515, C. T. C. No. 434.

2. Rates resulting from the Rate Basis Nos. published in Section 2½-A of Tariff, as amended from Eastern stations to Wester stations are governed by:

Official Classification (See Notes B and C)

Note A—Where reference is made to this note, rates in Section No. 2-A will apply only where applicable rating is published Exceptions to the Official Classification subject to applicable rules and other provisions in Exceptions to the Official Classification and to applicable rules and other provisions, except ratings, in Official Classification,

Except that

Rates in Section No. 2-A will also apply:

Where the applicable rating is published in the Official Classification and the applicable carload minimum weight is published in Exceptions to the Official Classification.

Note B—Where reference is made to this note, rates in Section No. 2½-A will apply only where applicable rating is published in the Official Classification, subject to applicable rules and other provisions in the Official Classification and to applicable rules and other provisions, except ratings, in Exceptions to Official Classification,

Except that

Rates in Section No. 2½-A will not apply:

Where the applicable rating is published in the Official Classification and the applicable carload minimum weight is published in Exceptions to the Official Classification. Rates in Section No. 2½-A will apply

Note C—For the purpose of determining minimum charges for rates in Section 2 applicable under the provisions of Note B paragraph 2 of Item No. 6½, minimum charges named in Section 2-A are subject to Official Classification and Exceptions thereto named in Paragraph 1 of this Note. Minimum charges in Section 2½-A will not apply.

For the purpose of determining minimum charges to or from stations shown below, rates in Section 2-A are governed by Official Classification and Exceptions thereto:

D&SL—Stations Index Nos. 187 to 280.
LNP&W—All stations.
S&EV—All stations.
U. P.—Stations Index Nos. 1680 to 2230; 7485 to 7690.
Stations in Utah.
Stations in Wyoming other than those taking Cheyenne, Wyo. basis.

changes resulting from the use of Rate Basis numbers in this Section result in increases, reductions or no change in rates.

l to page 469 of Tariff:

SECTION 2½-A

ALL RAIL DIFFERENTIAL MINIMUM CHARGES (Note)

Governed by Official Classification as provided in "Note" page 469 of Tariff and page 60 of this Supplement, except as otherwise vided in Note C thereof.

If the charge accruing under Sections 2 or 2½ of this tariff is higher than the charge accruing under this Section, on the same gment via the same route, the charge accruing under Sections 2 or 2½ will apply.

EXCEPTIONS.

The rates named in this Section will not apply from points on the following carriers:

B&O	L&HR	NYS&W
BEDT	L&NE	P&A
BushT	LV	PRR
CofNJ	LI	RV
DL&W	M&E	RR
EJRR&T	NJ&NY	Read
Erie	NY&LB	SB
G&J	NYC(E)(WS)	SIRT
HMRR	NYD	TPT (Read)
JaySC	NYO&W	Wh&N

Note.—Minimum cha.ges in this Section are applicable only to SooRy stations to the extent rates are provided in Section 2½ of Tariff, as amended.

Add to page 469 of Tariff:

SECTION 2½-A.

MINIMUM CHARGES.

FROM EASTERN STATIONS shown on pages 11 to 96 of Tariff, as amended, taking Rate Basis	TO Western Stations shown on pages 349 and 350 of Tariff, as amended, taking							
	Column 1	Column 11	Column 12	Column 13	Column 14	Column 15	Column 16	Column 17
	APPLY RATE BASIS NUMBERS (For rates, see Section 2-A, pages 456 to 469 of Tariff, as amended)							
MAINE								
Bangor	A-267	A-221	A-212	A-219	A-219	A-210	A-208	A-214
Calais	A-280	A-233	A-225	A-232	A-232	A-222	A-215	A-220
Caribou	A-324	A-285	A-278	A-284	A-284	A-274	A-269	A-280
Houlton	A-308	A-276	A-259	A-265	A-265	A-256	A-249	A-260
Madawaska	A-329	A-292	A-284	A-290	A-290	A-281	A-274	A-285
Mars Hill	A-317	A-277	A-270	A-276	A-276	A-266	A-260	A-271
Oakfield	A-300	A-257	A-249	A-256	A-256	A-246	A-239	A-250
Portland	A-252	A-204	A-196	A-203	A-203	A-193	A-188	A-199
MASSACHUSETTS								
Boston	A-245	A-199	A-189	A-197	A-197	A-188	A-181	A-192
Grafton	A-247	A-201	A-191	A-200	A-200	A-190	A-183	A-194
Pittsfield	C-229	C-185	C-177	C-185	C-185	C-177	C-169	C-180
Springfield	A-235	A-195	A-186	A-192	A-192	A-184	A-179	A-189
NEW YORK								
Glens Falls	A-226	A-189	A-180	A-189	A-189	A-180	A-173	A-184
Hudson	C-226	C-185	C-177	C-185	C-185	C-177	C-169	C-180
New York	B-231	B-192	B-183	B-189	B-189	B-181	B-176	B-186
Poughkeepsie	A-229	A-191	A-181	A-189	A-189	A-180	A-175	A-188

POSTPONEMENT SUPPLEMENT

Special Supplement No. . . . to T. L. T. B. Tariff No. . . . , I. C. C. No.
Special Supplement to I. C. C. Nos., C. T. C. Nos., State Commission Nos. shown herein

TRUNK LINE TARIFF BUREAU

W. S. CURLETT, Agent

SPECIAL SUPPLEMENT TO TARIFFS LISTED HEREIN
ISSUED BY

W. S. Curlett, I. N. Doe, R. H. Hoke, B. T. Jones and L. E. Kipp Agents

APPLYING IN CONNECTION WITH PARTICIPATING CARRIERS SHOWN IN TARIFFS AND SUPPLEMENTS THERETO ENUMERATED HEREIN

POSTPONEMENT NOTICE

By authority of Special Permission of the Interstate Commerce Commission and State Commission permissions noted below, e effective date of matter indicated below (except as specifically noted) IS HEREBY POSTPONED FROM JANUARY 1, 1946, NTIL THE FURTHER ORDER OF THE INTERSTATE COMMERCE COMMISSION.

The provisions of this supplement are NOT applicable on Kentucky, New Jersey, New York or ennsylvania Intrastate traffic.

Number of this Supplement	Cancels Supplement No.	Postpones Effective Date of Matter Contained in Supplement No.	I. C. C. No.	MF-I. C. C. No.	C. T. C. No.	Tariff No.	State Commission Nos.
37	33	30, 934	A-800 ①507 ③3858 ④928	A-51 ①64 ②116 ④314	A-540 ①428 ②1892	44-I	
35	32	31	A-766		A-511	60-A	K. R. C. A-13, Pa. P. U. C. A-113.
145	143	142	A-331		A-188	61	P. S. C.-N. Y. A-41, Vt. P. S. C. A-1.
135	133	132	A-332			62	P. U. C.-N. J. A-2, P. S. C.-N. Y. A-42.
139	137	136	A-333		A-189	63	P. S. C.-N. Y. A-43, Pa. P. U. C. A-40.
142	140	139	A-334			64	P. S. C.-Md. A-5, P. U. C.-N. J. A-3, Pa. P. U. C. A-41.
137	135	134	A-335		A-190	65	P. S. C.-Md. A-6, P. S. C.-N. Y. A-44, Pa. P. U. C. A-42.
141	139	138	A-336		A-191	66	P. S. C.-Md. A-7, Pa. P. U. C. A-43, P. S. C.-W. Va. A-29.
146	144	143	A-337			67	P. S. C.-Md. A-8, Pa. P. U. C. A-44, Va. C. C. A-12, P. S. C.-W. Va. A-30.
41	39	38	A-755		A-504	68-A	P. S. C.-N. Y. A-129, Ohio A-22, Pa. P. U. C. A-111, P. S. C.-W. Va. A-76.
159	157	156	A-339		A-193	69	P. S. C.-Md. A-11, Va. C. C. A-13, P. S. C.-W. Va. A-32
149	147	146	A-340		A-194	70	K. R. C. A-2, Pa. P. U. C. A-46, Va. C. C. A-14, P. S. C.-W. Va. A-33.
44	41	40	A-744 ①459	A-35 ①54	A-497 ③391	71-A	Ohio A-20, P. S. C.-N. Y. A-123, V. P. S. C. A-20. P. S. C.-N. Y. 52, V. P. S. C. 33.
10	8	7	A-819		A-558	72-B	P. U. C.-N. J. A-26, P. S. C.-N. Y. A-138, Ohio A-26.
53		51	A-609		A-395	76-B	
47		42	A-769 ①479 ④ A-3449	A-38 ①57 ④A-140	A-512 ①404 ④A-904	107-C	
100	88	87	A-788			116-B	P. U. C.-N. J. A-23, P. S. C.-N. Y. A-133.

① I. N. Doe, Agent. ② B. T. Jones, Agent. ③ R. H. Hoke, Agent. ④ L. E. Kipp

Except as follows:
All matter shown on Page 2 thereof.
Explanation of Reference Marks "[R]" and "[N]" and Items 20A and 58B shown on Page 3 thereof.
Item 400 shown on Page 5 thereof.
All matter shown on Pages 15 and 16 thereof.
Item 1845A shown on Page 24 thereof.

The form of this supplement is authorized under permission of the Interstate Commerce Commission No. 27460, dated cember 27, 1945, and under authority of Permission named below.

ISSUED DECEMBER 28, 1945 **EFFECTIVE DECEMBER 31, 1945**

Issued on one (1) day's notice under permission of the Interstate Commerce Commission No. 27460, dated December 27, 1945, and under authority of:
Public Service Commission of Maryland, Order No. 41738 of December 27, 1945.
Vermont Public Service Commission Special Order No. 480 of December 27, 1945.
Public Service Commission of West Virginia, Informal Order No. 3790 of December 28, 1945.

T. JONES, Agent,
608 South Dearborn Street,
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Chicago 6, Ill.

RECEIVED
Month | Day | Year
1965

Printed in U. S. A.
70,000) (71635) (Blanket Supplement No. 432) (File No. 8365)

[fol. 1966] TRUNK LINE ASSOCIATION

W. S. Curlett, Agent.
C. W. Boin, Alternate Agent.

143 Liberty Street,
New York 6, N. Y.,
December 24, 1945.
File: ——.

Application for Special Permission

T. L. T. B. No. 977

To the Interstate Commerce Commission,
Washington 25, D. C.:

W. S. Curlett, for and on behalf of all Agents and carriers in Official and Illinois Territories, respondents in Class Rate Investigation, 1939, Docket No. 28,300, and Consolidated Freight Classification, Docket No. 28,310, for and on behalf of such respondents and other carriers participating in the rates published pursuant to and in relation to the Interstate Commerce Commission's decision and order in the above entitled proceedings, hereby make application to the Commission for authority to postpone indefinitely the effective date of the tariffs establishing such rates now published to become effective January 1, 1946.

These tariffs were filed under compulsion of the Commission's orders in the Class Rate Investigation, 1939, Docket No. 28,300. They supersede tariffs publishing rates prescribed by the Commission and still required to be maintained by outstanding orders in the Eastern Class Rate Investigation and other class rate cases specifically referred to at great length in the Commission's report in Class Rate Investigation, 1939.

There is attached hereto a copy of an Interlocutory Injunction issued by the District Court of the United States for the Northern District of New York on December 20, 1945, filed in the office of the Clerk on December 21, 1945, copy of which has just been made available to petitioners. This Interlocutory Injunction enjoins and suspends until the further order of the Court the orders of the Commission of May 15, 1945, and October 30, 1945, in Docket No. 28,300, and the Commission and the United States are enjoined from taking any action to enforce compliance with said orders.

The Court found that the present class rates in all territories were prescribed by orders of the Commission in various proceedings as maximum reasonable rates and these orders would be operative to maintain the present rates if the orders attacked in the suit should be suspended. It further found that greater disturbance and confusion will result if the changed rates ordered by the Commission should be permitted to go into effect and the Commission's orders should thereafter be held to be invalid and en- [fol. 1967] joined.

As a conclusion of law the Court found that the fact that the railroads under compulsion of the Commission's orders have already filed tariff schedules providing rates in conformity therewith to take effect January 1, 1946, did not render the suit moot or deprive the Court of power to grant effective relief by interlocutory injunction.

A further conclusion of law is that "There is greater justification for continuing in effect temporarily the present class rates which the Commission has prescribed and under which business has been done for a number of years than for permitting a sudden change in rates required by new orders, the validity of which is open to question."

And, finally, as a conclusion of law the Court found that "Considering the doubt as to the validity of the Commission's reports and orders, and balancing the conveniences and equities of the situation, the Court in its discretion should issue an interlocutory injunction enjoining and suspending the enforcement of the Commission's orders pending final determination herein."

It is obvious, therefore, that in order to meet the findings of fact and conclusions of law incorporated by the Court in its decree of December 20, 1945, it is necessary that the tariffs already filed by the petitioning carriers pursuant to the terms of the Commission's orders in the Class Rate Investigation, 1939, should be postponed pending the final determination of the Court.

Practically all of the State Commissions in the states embraced within Official Territory, pursuant to their statutory powers, have suspended the intrastate rates which were filed by petitioners to conform with the interstate rates prescribed by the Interstate Commerce Commission.

This application is filed in keeping with and upon the understanding this order of the Court contemplates that the rates ordered in by the Commission, including rates re-

lated thereto and collateral revisions should not at this time be made effective.

Wherefore, petitioners respectfully request that pursuant to Section 6 (3) of the Interstate Commerce Act the Commission grant them authority to file on one day's notice supplements indefinitely postponing the effective date of all the tariffs which have been filed in compliance with the Commission's order in the Class Rate Investigation, 1939.

——— ———, Alternate Agent.

Subscribed and sworn to before me this 24th day of December, 1945. ——— ———, Notary Public.

[fol. 1968] TRUNK LINE ASSOCIATION

W. S. Curlett, Agent.
C. W. Boin, Alternate Agent.

143 Liberty Street
New York 6, N. Y.
December 26, 1945

W. S. Curlett, for and on behalf of all Agents and carriers under the jurisdiction of your Commission, respondents in Interstate Commerce Commission Class Rate Investigation, 1939, Docket No. 28,300, and Consolidated Freight Classification, Docket No. 28,310, for and on behalf of such respondents and other carriers participating in the rates published pursuant to and in relation to the Interstate Commerce Commission's decision and order in the above entitled proceedings, hereby make application to your Commission for authority to postpone indefinitely the effective date of the tariffs establishing such rates on *intrastate traffic* now published to become effective January 1, 1946.

These tariffs were filed under compulsion of the Interstate Commerce Commission's orders in their Class Rate Investigation, 1939, Docket No. 28,300. They supersede tariffs publishing rates prescribed by the Interstate Commerce Commission and still required to be maintained by outstanding orders in the Eastern Class Rate Investigation and other class rate cases specifically referred to at great length in the Interstate Commerce Commission's report in Class Rate Investigation, 1939.

There is attached hereto a copy of an Interlocutory Injunction issued by the District Court of the United States

for the Northern District of New York on December 20, 1945, filed in the office of the Clerk on December 21, 1945, copy of which has just been made available to petitioners. This Interlocutory Injunction enjoins and suspends until the further order of the Court the orders of the Interstate Commerce Commission of May 15, 1945, and October 30, 1945, in Docket No. 28,300, and the Interstate Commerce Commission and the United States are enjoined from taking any action to enforce compliance with said orders.

The Court found that the present class rates in all territories were prescribed by orders of the Interstate Commerce Commission in various proceedings as maximum reasonable rates and these orders would be operative to maintain the present rates if the orders attacked in the suit should be suspended. It further found that greater disturbance and confusion will result if the changed rates ordered by the Interstate Commerce Commission should be permitted to go into effect and the Interstate Commerce Commission's [fol. 1969] orders should thereafter be held to be invalid and enjoined.

As a conclusion of law the Court found that the fact that the railroads under compulsion of the Interstate Commerce Commission's orders have already filed tariff schedules providing rates in conformity therewith to take effect January 1, 1946, did not render the suit moot or deprive the Court of power to grant effective relief by interlocutory injunction.

A further conclusion of law is that "There is greater justification for continuing in effect temporarily the present class rates which the Interstate Commerce Commission has prescribed and under which business has been done for a number of years than for permitting a sudden change in rates required by new orders, the validity of which is open to question."

And, finally, as a conclusion of law the Court found that "Considering the doubt as to the validity of the Interstate Commerce Commission's reports and orders, and balancing the conveniences and equities of the situation, the Court in its discretion should issue an interlocutory injunction enjoining and suspending the enforcement of the Interstate Commerce Commission's orders pending final determination herein."

It is obvious, therefore, that in order to meet the findings of fact and conclusions of law incorporated by the Court

in its decree of December 20, 1945, it is necessary that the tariffs already filed by the petitioning carriers pursuant to the terms of the Interstate Commerce Commission's orders in their Class Rate Investigation, 1939, should be postponed pending the final determination of the Court.

Wherefore, petitioners respectfully request that your Commission grant authority to file on one day's notice supplements indefinitely postponing the effective date of all the tariffs which have been filed with your Commission applicable on *intrastate traffic* in compliance with the Interstate Commerce Commission's orders in their Class Rate Investigation, 1939.

—— ——, Alternate Agent.

[fol. 1970] IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF NEW YORK

Civil No. 2311

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, MICHIGAN, NEW JERSEY, OHIO, WISCONSIN and THE COMMONWEALTH OF PENNSYLVANIA, Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant

INTERLOCUTORY INJUNCTION

The States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin and the Commonwealth of Pennsylvania, having filed their verified petition in this Court praying a permanent injunction forever annulling and enjoining enforcement of certain orders of the Interstate Commerce Commission in a proceeding before it entitled Class Rate Investigation, 1939, Docket No. 28300, and praying also an interlocutory injunction enjoining the enforcement of said order pending final determination of its petition; and service of said petition having been made as required by law upon the Attorney General of the United States and the Interstate Commerce Commission; and the Interstate Commerce Commission having intervened as a defendant herein; and the Governors of the New England States and various Western railroads having intervened in

this proceeding as additional parties plaintiff; the States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Kansas, Oklahoma, [fol. 1971] Arkansas, Texas, Nebraska, North Dakota and South Dakota, and other parties having intervened as defendants; and the Honorable Harrie B. Chase, Circuit Judge, and the Honorable John C. Knox, District Judge, having been called to the aid of Honorable Stephen W. Brennan, Judge of this District, as required by Title 28, U. S. Code, Section 47; and an order to show cause having issued and been served upon the Attorney General of the United States and the Interstate Commerce Commission requiring them to show cause before this Court so constituted at a hearing to be held in Room 110, United States Court House in the City of New York, N. Y., on December 13, 1945, at 2:00 P. M., why the interlocutory injunction prayed for by plaintiffs should not issue; and at least five days' notice of said hearing having been given as required by law; and said hearing having been had, the Court sitting in New York City for the convenience of and with the consent and by stipulation of all parties; and plaintiffs and intervening plaintiffs having been heard by counsel and having filed various affidavits with the Court; and the United States having been heard by its Assistant Attorney General, and having filed affidavits with the Court, the Interstate Commerce Commission by its Chief Counsel, and other interveners by their respective counsel; and the Court having considered the verified petition and the affidavits presented to it and the arguments of counsel, the undersigned as such Court now make the following findings of fact and conclusions of law:

[fol. 1972] Findings of Fact

1. This is a suit brought under the provisions of Title 28, U. S. Code, Sections 41 and 43 to 48 inclusive, seeking an injunction annulling and enjoining orders of the Interstate Commerce Commission in a proceeding entitled *Class Rate Investigation, 1939*, Docket Nos. 28300 and 28310 on the Commission's docket.

2. Plaintiffs are sovereign states and bring this action both as shippers and receivers of freight, on which rates affected by the Commission's orders are charged, and also in their sovereign capacities on behalf of their citizens

and communities because of the effect of the Commission's orders upon the states, their citizens and communities.

3. The orders of the Interstate Commerce Commission sought to be enjoined would require, effective January 1, 1946, an increase of ten per cent in the class rates charged by the railroads for the transportation of class rate freight within Official Territory and a reduction of ten per cent in the class rates charged by the railroads for the transportation of such freight as moves under class rates within Southern, Southwestern and Western territories and between the several territories.

4. The class rates are charged by the railroads in Official Classification Territory for the transportation by them of a large variety of manufactured articles, products of industry and agricultural products. The report of the Interstate Commerce Commission dated May 15, 1945 indicated [fol. 1973] that 5.8 per cent of all carload freight transported in Official Territory moves at class rates. A ten per cent increase in these class rates would impose upon industry, shippers and receivers of freight transported within Official Territory an increased freight cost of many million dollars a year.

5. The ten per cent increase if required and permitted to be charged by the railroads for transportation within Official Classification Territory pending final determination of this suit would subject industries, shippers and receivers of freight, and the citizens and communities of the states in Official Territory to great injury, for which they will have no redress in the event the Commission's orders should finally be held invalid and permanently enjoined, in that the increased charges on shipments at class rates will increase the cost to industries of shipping and receiving their products, will increase the cost of products to consumers, will discourage production and conversion to peacetime operation, and will tend to cause unemployment and consequent local distress.

6. The present class rates in Official Territory which would be continued in effect if an interlocutory injunction should issue suspending the effect of the Commission's orders were prescribed by the Interstate Commerce Commission in 1930, and there has been no complaint in the proceedings before the Commission against these rates and no

demand by any shipper, receiver, community or state that these rates be increased.

7. The injury which would be suffered by the industries, shippers, receivers, communities and citizens in Official [fol. 1974] Territory would greatly exceed any injury to shippers and communities or states in other sections of the country from withholding the reductions in rates ordered by the Commission, pending final determination herein, for the reason that a much greater volume of freight is transported by the railroads within Official territory upon which the class rates are charged, which would be increased ten per cent, than the volume of freight upon which the Commission's orders would require a reduction in the freight rates. The Commission found that the class rates are charged on 5.8 per cent of the carload freight transported within Official Territory, on only 1.8 per cent of the carload freight transported in Southern Territory, .6 per cent of the freight transported in Western Trunk Line Territory, .9 per cent of the freight transported from Southern to Official Territory, and 3.1 per cent of the freight transported from Western Trunk Line to Official Territory. In addition to this, the higher percentage in Official Territory is to be applied to a much greater volume of freight. The Commission found that in a period of two days the carload freight transported within Official Territory aggregated 111,914 carloads, while the carload movement within Southern Territory was only 23,512 carloads, and within Western Trunk Line Territory was only 32,889 carloads. The movement from Southern to Official Territory amounted to only 15,989 carloads and from Western Trunk Line to Official Territory to 12,120 carloads. Computations contained in affidavits presented to the Court indicate that the ten per cent increase in the class rates for transportation within Official Territory of both carload and less-carload freight [fol. 1975] would cause an increase in freight charges to shippers and receivers of freight in that territory of over $15,000,000 annually, as compared with reductions in the charges for shippers in Southern territory of not more than one-tenth of this figure.

8. Greater disturbance and confusion would result if the changed rates ordered by the Commission should be permitted to go into effect and the Commission's orders should thereafter be held to be invalid and enjoined.

9. The reduced rates ordered by the Commission with respect to freight transported by the Western railroads would cause a very substantial reduction in their revenues, which they would have no means of recouping, if the Commission's orders should finally be held to be invalid and permanently enjoined.

10. The present class rates in all territories were prescribed by orders of the Commission in various proceedings as maximum reasonable rates and these orders would be operative to maintain the present rates in effect if the orders attacked in this suit should be suspended.

11. Although tariff schedules have already been filed with the Commission by the railroads providing rates to become effective January 1, 1946, in conformity with the Commission's orders sought to be enjoined, the Official Classification railroads and the Western railroads by their counsel have advised the Court that such tariff schedules [fol. 1976] have been filed only under compulsion of the Commission's orders and that if such compulsion is removed by the suspension and enjoining of said orders, they will take appropriate steps to continue in effect their present class rates.

Conclusions of Law

1. Plaintiffs have capacity to maintain this suit both as shippers and receivers of freight, the rates on which would be affected by the Commission's orders sought to be enjoined. The question as to whether plaintiffs in their sovereign capacities are otherwise proper parties hereto is not now decided.

2. The fact that the railroads under compulsion of the orders have already filed tariff schedules providing rates in conformity therewith, to take effect on January 1, 1946, does not render this suit moot or deprive this Court of power to grant effective relief by interlocutory injunction.

3. There are reasonable grounds for believing that the reports and orders of the Commission may be erroneous, contrary to and without adequate support in the evidence, and should be permanently annulled and their enforcement enjoined. This cannot, however, be determined until final hearing herein and upon examination of the evidence before the Commission which will then be before the court.

4. There is greater justification for continuing in effect temporarily the present class rates which the Commission [fol. 1977] has prescribed and under which business has been done for a number of years than for permitting a sudden change in rates required by new orders, the validity of which is open to question.

5. Considering the doubt as to the validity of the Commission's reports and orders, and balancing the conveniences and equities of the situation, the Court in its discretion should issue an interlocutory injunction enjoining and suspending the enforcement of the Commission's orders pending final determination herein.

Wherefore, good cause appearing therefor, it is Ordered, Adjudged and Decreed that an interloutory injunction be and it is hereby granted enjoining and suspending until further order of this Court the order of the Interstate Commerce Commission dated May 15, 1945 as amended, and its order dated October 30, 1945, in its Docket Nos. 28300 and 28310; and until further order of this Court, said orders of the Interstate Commerce Commission are hereby enjoined and suspended and shall have no force or effect.

And It Is Further Ordered that the United States and the Interstate Commerce Commission and their several officials, agents, servants and attorneys be and they are hereby enjoined from taking any action to enforce compliance with said orders of the Interstate Commerce Commission or [fol. 1978] prosecuting any alleged violation thereof pending further order of this Court.

Let plaintiffs file a stipulation for costs in the sum of $5,000.

Harrie B. Chase, U. S. D. J.; John C. Knox, U. S. D. J.; Stephen W. Brennan, U. S. D. J.

Dated: December 20, 1945.

Original filed December 21, 1945, 5:05 P. M. Clerk's Office at Utica, N. Y.

[fol. 1979] Copy

INTERSTATE COMMERCE COMMISSION

WASHINGTON

No. 27460

At a General Session of the Interstate Commerce Commission held at its office in Washington, D. C., this 27th day of December, 1945.

In the Matter of APPLICATION FOR SPECIAL PERMISSION T. L. T. B. No. 977 of W. S. Curlett, Agent, No. 396 of L. E. Kipp, Agent and No. 3282 of R. H. Hoke and W. P. Emerson, Agents

Postponement of effective date of rates and provisions published in purported compliance with Dockets Nos. 28300 and 28310.

Waiver of Statutory Notice and Tariff Publishing Rules.

It is ordered, That under the applications for special permission dated December 24, 1945 and December 26, 1945 (T. L. T. B. No. 977), (No. 396), and (No. 3282), filed by W. S. Curlett, L. E. Kipp, R. H. Hoke and W. P. Emerson, respectively, Agents, for and on behalf of carriers and their tariff-publishing agents who have filed rates and provisions in purported compliance with the Commission's orders in Dockets Nos. 28300 and 28310 and rates and provisions related thereto, the said carriers and publishing agents are hereby authorized to publish and file with the Commission consecutively numbered supplements or revised pages to tariffs, such supplements or pages to postpone or suspend until the further order of the Commission the effective date of rates and provisions published in purported compliance with the Commission's orders in Dockets Nos. 28300 and 28310, and rates and provisions related thereto, upon not less than one day's notice to the Commission and the general public by posting and filing in the manner required by law.

It is further ordered, That the said carriers and their tariff-publishing agents are hereby authorized to provide for the postponement or suspension of rates and provisions by short form method of publication and to depart from the Commission's tariff-publishing rules to the extent necessary.

It is further ordered, That supplements issued hereunder shall be exempt from the terms of Rule 9(e) of Tariff Circular No. 20 or similar rules of other tariff circulars during their effectiveness.

It is further ordered, That supplements or revised pages issued hereunder shall bear the notation:

Issued on one day's notice under permission of the Interstate Commerce Commission, No. 27460 of December 27, 1945.

[fol. 1980] and supplements issued hereunder departing from the tariff-publishing rules shall bear the further notation:

The form of this publication is authorized by permission of the Interstate Commerce Commission No. 27460 of December 27, 1945.

And it is further ordered, That except as otherwise provided, this permission does not modify any outstanding formal orders of the Commission, nor waive any of the requirements of its published rules relative to the construction and filing of tariff publications, nor modify any of the provisions of the Interstate Commerce Act, except as to the notice to be given. This permission is granted responsive to the order of the District Court of the United States for the Northern District of New York in Cause Civil No. 2311, the States of New York, Delaware, et al., vs. the United States of America, filed in the office of the clerk of that court on December 21, 1945.

By the Commission.

W. P. Bartel, Secretary. (Seal.)

To: Mr. W. S. Curlett, Agent, 143 Liberty Street, New York 6, N. Y.

Mr. R. H. Hoke, Agent, 101 Marietta Street, Atlanta 3, Georgia.

Mr. L. E. Kipp, Agent, 516 West Jackson Boulevard, Chicago 6, Illinois.

Mr. W. P. Emerson, Jr., Agent, 305 Baronne Street, New Orleans, Louisiana.

[fol. 1981] EXHIBIT —

INTERSTATE COMMERCE COMMISSION

Bureau of Transport Economics and Statistics

Ratio of out-of-pocket plus solely related expenses to revenues on less-carload class rate traffic—Western District, Interstate Commerce Commission, Docket 28300

Section A. Ratio of out-of-pocket expenses [1] to revenues for all L.C.L. Western Territory traffic (262 ICC 447, 585)

1. Out-of-pocket costs, all L.C.L. traffic, 1939 [2]	$115,038,109	
2. Revenues, all L.C.L., 1939	88,797,938	
3. Ratio of costs to revenues		130 (exp.)
		100 (rev.)
4. Approximate increased revenues reflecting increase of minimum charge per shipment from 55 cents to 75 cents [3]	$3,000,000	
5. Adjusted revenues (line 2 plus line 4)	91,797,938	
6. Adjusted ratio of cost to revenues (line 1		125 (exp.)
÷ line 5)		100 (rev.)

[1] All out-of-pocket costs referred to herein include the constant expenses solely related to L.C.L. traffic.

[2] The term out-of-pocket costs as used herein includes the solely related constant costs chargeable to less-carload traffic.

[3] Computed as follows: The ratio of the revenues from minimum-charge shipments to revenues from total L.C.L. shipments computed by territories from the A.A.R. one-week study made in September 1939, was applied to the total territorial L.C.L. revenues. The estimated annual revenue from minimum-charge shipments thus obtained was increased in the proportion that the proposed 75-cent minimum charge bears to the present 55-cent minimum charge. Result in Western Territory is $3,358,765 increase. The round figure of $3,000,000 is used.

[fol. 1982] Section B. Percent of first class at which all L.C.L. traffic moves (Exhibit 135, p. 28)

Type of traffic	Distribution in pounds excluding duplications 1/ (millions)	Percent of first-class rate
(1)	(2)	(3)
7. Class rate	122.4	[2] 70.67
8. Exceptions	34.7	[3] 66.07
9. Commodity	57.3	[4] 43.67
10. Total	214.4	[5] 6271
11. Percent by which level of the rate per 100 pounds on class rate traffic exceeds level of the rate for all L.C.L. traffic ((70.67 ÷ 62.71) — 100)		13%

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[1] Computed from Exhibit 135, page 28. Sum of intraterritorial traffic, plus interterritorial. Interterritorial originated computed by deducting from total pounds originated the total intraterritorial pounds. Interterritorial terminated computed by deducting from total pounds terminated the intraterritorial pounds.

[2] Average of rate level for traffic moving at the regular stated classification ratings, i.e., 100, 85, 70, 55, 50, 40, and 30. Also includes all traffic rated over 100 percent of first class.

[3] Average rate level for traffic moving at rates above or between the regular stated classes, but in no instance including traffic moving at rates over 99 percent of first class.

[4] Computed by dividing average revenue per 100 pounds for intraterritorial commodity traffic by average revenue per 100 pounds for intraterritorial traffic moving at first class. From L.C.L. analysis prepared by Association of American Railroads.

[5] Weighted average computed by multiplying entries in column (2) by corresponding entries in column (3) and dividing the sum of the products by the total pounds (column (2)).

[fol. 1983] Section C. Adjustment of ratio of expenses to revenues to reflect the higher than average level of the revenues on class rate traffic compared to all L.C.L. traffic, i.e. 13%, plus the 10% decrease under the ad interim order

12. Ratio of out-of-pocket expenses to revenues, all L.C.L. traffic from line 6	125 (exp.) / 100 (rev.)
13. Adjustment of revenues to reflect first, a rate level on class rate traffic which is 13 percent higher than the average on all L.C.L. traffic, and second, the 10 percent decrease under the ad interim decision (i.e., the expenses remain unchanged but the relative level of the revenues is increased by 13 percent, or from 100 to 113, and this latter figure is then decreased by 10 percent or from 113 to 102	125 (exp.) / 102 (rev.)
14. New ratio of expenses to revenues for class rate traffic (125 ÷ 102)	123%

Section D. Adjustment of costs to reflect 8-ton load per car in lieu of the load of 4.3 tons experienced in 1939 and on which the costs were based

15. Ratio of out-of-pocket expenses to revenues for class rate traffic from line 13	125 (exp.) / 102 (rev.)
16. Decrease in average out-of-pocket L.C.L. costs based on change from 4.3-ton load to an 8.0-ton load	[1] 26%
17. New ratio of out-of-pocket expenses to revenues to reflect decreased cost based on an 8-ton load (the figure for revenues of 102 from line 15 remains unchanged but the expenses figure of 125 from line 15 is reduced by 26 percent)	93 (exp.) / 102 (rev.)
18. Adjusted ratio of out-of-pocket costs to revenues for class rate traffic (93 ÷ 102)	91%

[1] L.C.L. cost from Exhibit 196, Western Territory, for 4.3-ton load, 500-mile haul, is 107.8 cents per 100 pounds, and for an 8-ton load 80.2 cents. The decrease is 26 percent.

[fol. 1984] Section E. Adjustment of out-of-pocket costs for an 8-ton load to reflect a rate of return of 2.47 percent in lieu of 4 percent actually used in compiling costs

19. Ratio of out-of-pocket cost to revenues for class rate traffic when costs are reduced to reflect a rate of return of 2.47 percent (which was experienced by the carriers in 1939, Western Territory) in lieu of the figure of 4 percent actually used in compiling the cost (relative cost figure of 93 from line 17 would be decreased 3 percent.[1] Revenue figure of 102 from line 15 remains unchanged.)	90 (exp.) 102 (rev.)	
20. Adjusted ratio of out-of-pocket costs to revenues for class rate traffic based on an 8-ton load and 2.47 percent return (90 ÷ 102)	88%	

Section F. Adjustment of out-of-pocket costs to reflect a 10-ton load[2] in lieu of the load of 4.3 tons experienced in 1939 and on which the costs were based

21. Decrease in average out-of-pocket L.C.L based on change from a 4.3-ton load to a 10.0-ton load	32%[3]	
22. New ratio of out-of-pocket expenses to revenues for class rate traffic to reflect decreased cost based on a 10-ton load (the figure for revenue of 102 from line 13 remains unchanged but the expense figure of 125 (line 13) is reduced by 32 percent)	85.0 (exp.) 102.0 (rev.)	

[1] Cost for an 8-ton load, 500 mile haul, and 4-percent return is 80.2 cents per 100 pounds. Cost based on 2.47-percent return is 78.0 cents or a decrease of 3 percent.

[2] Average L.C.L. loading in October 1942 was 10.6 tons (262 ICC 447, 584). Order No. 1 of the Office of Defense Transportation (still in effect) requires with certain exceptions, a minimum load of 10 tons of less-than-carload freight.

[3] L.C.L. costs from Exhibit 196 for 4.3-ton load, 500-mile haul, are 107.8 cents per 100 pounds and for a 10-ton are 73.8 cents per 100 pounds. The decrease is 32 percent.

23. Adjusted ratio of expenses to revenues for class rate traffic based on a 10-ton load (85 ÷ 102) 83%

[fol. 1985] Section G. Adjustment of out-of-pocket costs for a 10-ton load to reflect a rate of return of 2.47 percent in lieu of 4 percent actually used in compiling costs

24. Ratio of out-of-pocket costs to revenues for class rate traffic when costs are reduced to reflect a rate of return of 2.47 percent (which was experienced by carriers in 1939, Western Territory) in lieu of the figure of 4 percent actually used in compiling the costs. Relative cost figure of 85 from line 22 would be decreased 2 percent.[1] Revenue figure of 102 from line 22 83 (exp.)

remains unchanged ..... 102 (rev.)

25. Adjusted ratio of out-of-pocket costs to revenues for class rate traffic based on 10-ton load and 2.47-percent return (83 ÷ 102) 81%

[fol. 1986] EXTRACT FROM MINUTES OF HEARING

, Feb. 20, 1946.

Mr. Miller: Then there is one more point I would like to make to the Court, and that is, I don't think it is necessarily conclusive that this class rate traffic on less carloads is going to result in the terrible possible loss to the carriers which they are so concerned about. I would like to take just a moment, if the Court please, by handing up this computation which is made from the record.

I would like to go over a part of it, if I may, directing the Court's attention to certain things in it.

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[1] L.C.L. cost for 10-ton load, 500-mile haul, and 4-percent return are 73.8 cents per 100 pounds. Costs based on 2.47-percent return are 72.0 cents per 100 pounds or a decrease of 2 percent.

[fol. 1987] (Mr. Miller hands document to Mr. Smith.)

Feb. 21, 1946.

Mr. Miller: That is the revised one I have just handed to you.

Mr. Smith: Have you handed it to the Court?

Mr. Miller: No. I was going to.

Justice Chase: Why don't we take that. This is a good time now.

Mr. Miller: That is the latest one. The last three pages have been changed.

Mr. Smith: I cannot look at this one quickly enough to see just — has been done. But I think I can explain the other one.

Mr. Miller: If you will excuse me a second, Mr. Smith, I might advise the Court, as I understand it, the only change made in it is to take the 10% reduction into account that necessitated recomputing the last three pages.

[fol. 1988] In the District Court of the United States

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

Contents of Box Containing Record Before Interstate Commerce Commission in Dockets Nos. 28300 and 28310 and Received in Evidence as Exhibit No. 5 in the Above Entitled Proceedings (R. 289)

Transcript of Testimony

Item					
1	Pages	1	to	298	
2	"	299	"	1264	
3	"	1265	"	1355	(includes Exhibits 71 to 75)
4	"	1356	"	2175	
5	"	2176	"	3232	

Transcript of Testimony

6	"	3233	" 4571	
7	"	4572	" 5490	
[fol. 1989]				
8	"	1	" 7	
9	"	8	" 18	
10	"	19	" 49	
11	"	50	" 70	
	"	71	" 75	(included in Item 3)
12	"	76	" 107	
13	"	108	" 135	
14	"	136	" 158	
15	"	159	" 193	
16	"	194	" 231	

Other Documents

17 Analysis of L.C.L. traffic of Class 1 railroads for period September 8 to 14, 1931, filed April 19, 1940, in Dockets Nos. 28300 and 29310. (R. 12)

18 Certified pages of portions of transcript of testimony and of oral argument containing stipulation that various documents in Commission's files should be considered part of record. The documents in question are set forth in the next succeeding item.*

19 Statement No. 4114—year 1940
Statement No. 4220—year 1941
Statement No. 4323—year 1942
Statement No. 4419—year 1943
Statement No. 4518—year 1944
Statement No. M-500—months of January and February 1945
Statement No. Q-550—years 1940, 1941 and 1942
Statement No. M-550—years 1943 and 1944, and month of January 1945

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* The stipulation in question refers to a document designated as A. A. R. C. S. 554-A, supposedly issued by the American Association of Railroads. No document so designated has been issued by that organization. Consequently the Commission's record contains no such document.

Statement No. M-100—December 1940, 1941, 1942, 1943 and 1944; and January to October, 1945, inclusive

[fol. 1990]

19 Statement No. M-125—December 1940, 1941, 1942, 1943 and 1944; and January to October, 1945, inclusive

Statement No. M-211—December 1940, 1941, 1942, 1943 and 1944; and January to October, 1945, inclusive

Statement No. M-215—December 1940, 1941, 1942, 1943 and 1944; and January to October, 1945, inclusive

Statement No. M-220—December 1940, 1941, 1942, 1943 and 1944; and January to October, 1945, inclusive

Statistics of Railways in the United States—years 1939, 1940, 1941, 1942 and 1943

Preliminary Abstract of Railway Statistics—years 1940, 1941, 1942, 1943 and 1944

20 Petition of the western railroads for reconsideration (R. 177).

[fol. 1991] IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF NEW YORK

Civil No. 2311

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, MICHIGAN, NEW JERSEY, OHIO, WISCONSIN and THE COMMONWEALTH OF PENNSYLVANIA, Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant

Civil No. 2337

THE ATCHISON, TOPEKA AND SANTE FE RAILWAY CO., et al., Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant

OPINION—Filed May 9, 1946

Before Chase, Circuit Judge; Knox and Brennan, District Judges.

Two suits brought pursuant to 28 U. S. C. A. Pars. 41 (28) and 43-48 inclusive and also under the general jurisdiction of the court in equity to enjoin annul, set aside and suspend orders of the Interstate Commerce Commission. Petitions dismissed.

Parker McCollester, New York City.
Frank J. Clark, New York City, Special Assistant Attorneys General, for the State of New York.
Herbert T. Ferguson, Madison, Wisconsin, Assistant Attorney General for the State of Wisconsin.
Kenneth L. Sater, Columbus, Ohio for the State of Ohio.
[fol. 1992] Robert Peacock, for the State of New Jersey, Deputy Attorney General.
Henry E. Foley, Boston, Mass. for New England Governors.
Vincent G. Hart, New York City in behalf of Department of Law of the State of New York.
H. C. Barron, Chicago, Ill. for Western Railroads.
Edward H. Miller, Special Assistant to the Attorney General, Washington, D. C. for the United States of America.

Daniel W. Knowlton, Chief Counsel to the U. S. Interstate Commerce Commission, Washington, D. C. for Interstate Commerce Commission.

George T. Simpson, St. Paul, Minn, for J. A. A. Burnquist, Attorney General, and the State of Minnesota.

J. V. Norman, Louisville, Kentucky, for the Southern States and Southern Governors' Conference.

Byron M. Gray, Topeka, Kansas, for States of North Dakota, South Dakota, Kansas, Nebraska, Oklahoma, Texas and Arkansas, and their respective State Commissions.

C. E. Logwood, Public Service Commission of South Carolina, Columbia, South Carolina, for Public Service Commission.

Robert F. Park, Montgomery, Alabama, for Alabama Public Service Commission.

Douglas F. Smith, Chicago, Ill., for Western Railroads.

Lewis Petteway, Tallahassee, Florida for Florida Railroad Commission.

Karl J. Stipher, Deputy Attorney General of Indiana, Indianapolis, Indiana.

Hugh S. Jenkins, Columbus, Ohio, for State of Ohio.

J. C. Murray, Little Rock, Arkansas, for State of Arkansas, the Governor of Arkansas, and the Arkansas Public Service Commission.

Neal E. Williams, Fargo, North Dakota, Solicitor for Nels G. Johnson, Attorney General of North Dakota, and Public Service Commission, State of North Dakota.

H. Emerson Kokjer, Deputy Attorney General of Nebraska, Lincoln, Nebraska, Solicitor for State of Nebraska and Nebraska State Railway Commission.

[fol. 1993] Duane T. Swanson, State Capitol Bldg., Lincoln, Nebraska, for State Railway Commission.

C. B. Bee, Oklahoma City 5, Oklahoma, for Governor Robert S. Kerr; State of Oklahoma, Corporation Commission, and Western and Southwestern States.

Walter R. McDonald, Georgia Public Service Commission, Atlanta, Georgia, for Southeastern Association of R. R. and Utilities Commissioners.

Jerry W. Carter, Tallahassee, Florida, for Florida Railroad Commission.

David O. Mathews, Special Assistant to the Attorney General of the United States, of Counsel for the United States.

D. Robert Thomas, Chicago, Ill., for Western Railroads.

James Noel, Assistant Attorney General, Austin, Texas, for State of Texas and Railroad Commission of Texas.

STATEMENT AND FINDINGS OF FACT BY THE COURT

These two suits put in issue the validity of the same orders of the Interstate Commerce Commission and were consolidated for hearing before a court of three judges constituted in accordance with provisions of the Urgent Deficiencies Act, 38 Stat. 29.

The first was brought against the United States by the States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin, and The Commonwealth of Pennsylvania to enjoin, set aside, annul and suspend orders of the Interstate Commerce Commission requiring an increase of ten per cent in what are called the class rates charged by the railroads for transporting freight in the so-called Official Territory and a decrease of ten per cent in the class rates charged by railroads for transporting freight in the so-called Southern Territory, Western Trunk Line Territory and Southwestern Territory and corresponding [fol. 1994] changes in the in-territorial rates. Parties in interest were permitted to intervene [1] and, after hearing, an injunction pendente lite was granted.

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[1] Horace A. Hildreth, Governor of Maine; Charles M. Dale, Governor of New Hampshire; Mortimer R. Proctor, Governor of Vermont; Maurice J. Tobin, Governor of Massachusetts; John A. Pastore, Governor of Rhode Island; Raymond E. Baldwin, Governor of Connecticut. (Referred to as the New England Governors.) Intervening Plaintiffs.

The Atchison, Topeka and Sante Fe Railway Company; Beaver, Meade and Englewood Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railway Company; Chicago, Milwaukee, St. Paul and Pacific Railroad Company; Chicago and North Western Railway Company; The Chicago, Rock Island and Pacific Railway Company; and Joseph B. Fleming and Aaron

Thereafter the Atchison, Topeka and Sante Fe Railway Company and others which will be referred to as the Western Lines,[2] brought another petition against the United States in which the same relief was sought in respect to the same orders. Interested parties were allowed to intervene.[3]

The Western States and their respective Commissions; The Southeastern Association of Railroad and Utilities Commissioners, Defendant Intervenors.

[fol. 1996] These two suits were heard as a consolidated action, all questions relating to venue having been waived.

In order to understand the issues here presented, as well as the action of the Commission and the relevancy of the facts found by it, some preliminary statement of what was in 1939 apparently the prevailing situation in this country in respect to freight classifications and freight rates is necessary.

For the purpose of fixing freight rates the country was, and now is, divided into the four territories already mentioned and one other which is called Mountain-Pacific Territory, and which is not involved in these suits. It covers the States of Montana, New Mexico, the western portions

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Colnon, Trustees of The Chicago, Rock Island and Pacific Railway Company, Combined; Chicago, Saint Paul, Minneapolis and Omaha Railway Company; The Colorado and Southern Railway Company; The Denver and Rio Grande Western Railroad Company; The Duluth, South Shore and Atlantic Railway Company; Elgin, Joliet & Eastern Railway Company; Fort Dodge, Des Moines & Southern Railway Company; Fort Worth and Denver City Railway Company; Great Northern Railway Company; Green Bay and Western Railroad Company; Gulf, Colorado and Sante Fe Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company; Missouri and

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[2] The plaintiffs were the Western Railroads, supra, footnote 1.

[3] The States of New York and Ohio;

The New Engalnd Governors (listed above), Plaintiff Intervenors.

The Interstate Commerce Commission;

The Southern States and The Southern Governors' Conference; (listed above).

of Colorado and Wyoming, and all the States west of them. The other territories, which are all involved in these suits, may be roughly described as follows: Western Trunk Line Territory includes the States east of Mountain-Pacific Territory, north of Oklahoma and Arkansas, and west of the Mississippi River and the greater part of Wisconsin and the northwestern portion of Michigan. Southwestern Territory includes the country south of Western Trunk Line Territory and west of the Mississippi River. Southern Territory consists of the country lying east of the Mississippi and south of the Ohio and Potomac rivers. Official Territory comprises the remainder of the country lying north

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Arkansas Railway Company; Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Guy A. Thompson, Trustee, Missouri Pacific Railroad Company, Debtor; Northern Pacific Railway Company; Panhandle and Sante Fe Railway Company; St. Louis Southwestern Railway Company; Southern Pacific Company; Texas and New Orleans Railroad Company; Union Pacific Railroad Company; The Texas and Pacific Railway Company; The Wichita Valley Railway Company, Intervening Plaintiffs.

The United States, Defendants.

The Interstate Commerce Commission;

[fol. 1995] The Southern States; Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee; and

The Southern Governors' Conference, a voluntary organization of the Governors of the Southern States;

The States of Arkansas, Kansas, Nebraska, North Dakota, Oklahoma, South Dakota, and Texas, and their respective State Commissions:

The Arkansas Public Service Commission, The State Corporation Commission of Kansas, The Kansas Industrial Development Commission, The Nebraska State Railway Commission, The Public Service Commission of the State of North Dakota. The Corporation Commission of the State of Oklahoma, The Public Utilities Commission of the State of South Dakota, and The Railroad Commission of the State of Texas;

The State of Minnesota; and

The Southeastern Association of the Railroad and Utilities Commissioners, Intervening Defendants.

of the Ohio and Potomac rivers and east of the western boundary of Lake Michigan and a line drawn diagonally therefrom to the western bank of the Mississippi River opposite Illinois. Official Territory has two subdivisions one of which includes all of New England and the other of which, known as Zone C, takes in the northern part of Michigan [fol. 1997] and a small part of Wisconsin. In the Southern Territory the greater part of Florida is a subdivision and in Western Trunk Line Territory there are Zones I, II, III, and IV. In each of these subdivisions rate differentials are applicable which vary the class rates from those in force elsewhere in the territories.

There are different freight rates in all the territories and these are known as class rates, exceptions to class rates, column rates and commodity rates. Only the class rates are involved in these suits. They are rates based on published classifications which are lists of commodities by name grouped in designated classes. To compute a freight charge under class rates it is necessary to know the classification, the rate for that classification and then take into account factors like weight of the shipment and distance to be carried. The basic rate so fixed for Class I is applicable percentagewise to the other classes, the rates for them being higher or lower than for Class I as the case may be. Commodity rates are special rates which have been fixed for designated commodities transported between specified points regardless of the class rates; column rates are special rates for certain named commodities which are based upon a given percentage of the class rates; and exception rates are, as their name implies, variations from the class rates. There are also key rates which apply to certain so-called key points. These differing rates, of which all but the class rates will hereafter be called for convenience special rates, have come into being because of various considerations among which have been competition between the railroads themselves, between railroads and carriers by water and by motor truck, orders issued by the Interstate Commerce Commission, which will hereafter be called the Commission, composition and amount of traffic available for [fol. 1998] carriage, cost of operation and other like relevant factors. The result is more or less of a hodge podge at least so far as class rates are concerned and various efforts have been made to secure greater uniformity and simplicity in rate making ever since the Commission was

created. Despite the efforts of the Commission and the cooperation of the railroads these efforts have heretofore been mainly fruitful only in respect to improving conditions in regard to intraterritorial rates.

Not only have the class rates varied among the territories but the classifications published for the several territories have been so different that like articles were, and are, often classified in one class in one territory and in a different class in the others or in one of them. All this has brought about a most complex system of class rate fixing which has, generally speaking, produced lower class rates for Official Territory than for the others though that appears not to hold true in respect to special rates. Another result has been that a greater proportion of all freight in Official Territory moves on class rates than in the others where exception, column and commodity rates have become more prevalent, though it has come about that in all the territories only a comparatively small percentage of the entire freight carried has been on class rates. What is so carried moves both in carload, and in less-than-carload, lots and the cost of its transportation varies accordingly throughout the territories and also varies somewhat because of dissimilar conditions affecting cost of operation.

Although the products of farm, mine and forest are by no means negligible within Official Territory, that portion [fol. 1999] of the country does in some respects stand apart from the remainder because it is there that the greatest concentration of industrial plants, population, and buying power is found. The larger and better markets which producers in general wish to reach are found there and the prevailing lack of uniformity in classifications and in class rates, in so far as they directly bear upon the cost of transportation by freight within Official Territory and interterritorially between it and the other territories, and indirectly through the special rates, was thought by many to be on the whole more favorable to Official Territory, and to shippers and receivers of freight therein, than to the other territories and their shippers and receivers of freight.

It was against this general background that the Commission determined to institute two investigations and on July 29, 1939, issued orders which, as later modified, resulted in prolonged hearings by Division 2 of the Commission upon due notice to all parties in interest, as to the lawfulness of the classifications and of the class rates in each of the

territories now involved. These investigations known as Docket No. 28300 which dealt with the rates and Docket No. 28310 which dealt with the classifications were so related that they were conducted simultaneously. The cooperation of the state commissions was sought in accordance with Par. 13 of the Interstate Commerce Act (49 U. S. C. A. Par. 13), and a committee representing such commissions sat with the Division. The investigation became extremely comprehensive and a large amount of evidence was received which was reviewed by the full Commission. It filed a [fol. 2000] proposed report in No. 28310 providing for the creation of a uniform classification for all the territories, including that part which is now subject to what is called the Illinois classification which has some interstate application in a border area between Official Territory and Western Territory but has no interterritorial effect, to be compiled by the Commission or by the railroads for the approval of the Commission provided the railroads were willing to undertake the task. The railroads indicated their willingness to do so and the classification is now being made. That will require an enormous amount of work and will take a considerable time, perhaps years. No issues respecting that classification which is dealt with in Part I of the Report are raised now.

Without serving a proposed report in No. 28300, the Commission filed a comprehensive report dealing with class rates to become effective when the classification is prepared and approved. This report contained numerous findings as to the characteristics of the existing rate structures, the importance of interterritorial traffic, the relative levels of class rates in each territory and the indirect results of the proposed revision. Evidence afforded by intricate and detailed cost studies made by employees of the Commission to show the relative cost of the carriage of freight in the several territories was also received and considered following revisions of the studies made in response to criticisms by interested parties. Findings were made as to interterritorial class rates, the relative levels of revenue from all freight in the Southern and Official Territories, the effect of applying the Official Territory level of all freight rates to all freight moved in Southern Territory, the relative costs and composition of all freight moved in South- [fol. 2001] ern Territory, and the rates of return. The Commission also made findings as to the effect of the class

rates on shippers in Southern Territory, the relative costs and composition of the traffic, the rates of return and their effect on the economic development of that territory. Findings on similar or kindred subjects were made respecting the other territories and the interterritorial freight movement among them. The costs of carload and less-than-carload service were considered and findings made as to each. Findings were made as to the effect of motor truck and water-borne freight competition, as to the effect of the special rates on movement of freight taking class rates, and of the discrepancies in the existing class rates on the attainment of uniformity in classification. There is an area geographically within Official Territory which is served by the so-called Pocahontas lines, which are predominantly coal carrying roads, that is for statistical purposes at times treated separately from the remainder of Official Territory because, though those railroads do carry freight at class rates, the bulk of their freight, being coal, is quite different in respect to the means and cost of carriage from the kinds of freight which characterize the carriage elsewhere in the territory. For like reasons Kentucky in the Southern territory was at times likewise treated separately from the remainder of Southern territory in the Report.

The Commission then found as follows:

"1. That the intraterritorial class rates (except as they apply to rail-and-water coastal service or relate to short- or weak-line arbitraries) applicable within official, Illinois, southern, southwestern, and western trunk-line territories, are, and for the future will be, unjust and unreasonable, in violation of section 1 (4) and (5) of the act.

"2. That the interterritorial class rates in issue in this proceeding applicable between official, Illinois, southern, southwestern, and western trunk-line territories are, and for the future will be, unjust and unreasonable, in violation of section 1 (4) and (5) (a) of the act.

[fol. 2002] "3. That the relation between the interterritorial class rates applicable from southern, southwestern, and western trunk-line territories to official and Illinois territories, on the one hand, and the intraterritorial class rates applicable within official and

Illinois territories, on the other hand, makes, gives, or causes, and for the future will make, give, or cause, undue and unreasonable preference and advantage to official and Illinois territories as a whole and the shippers and receivers of freight located therein, and subjects and for the future will subject, southwestern, and western trunk-line territories as a whole and the shippers and receivers of freight located therein to undue and unreasonable prejudice and disadvantage, in violation of section 3 (1) of the act.

"4. That a just and reasonable basis of class rates, not unjustly discriminatory or unduly preferential or prejudicial, to be observed by the respondents with respect to the traffic described in findings 1, 2, and 3 immediately preceding, will be the following:

(a) The application as a maximum for class 1 (class 100) of the scale of rates shown in appendix 10.

(b) The rates herein prescribed are to — applied to the distances over the shortest possible rail routes by which carload traffic can be interchanged between carriers without transfer of lading.

(c) That the scales of class rates for each class, other than class 1 (class 100), shall bear the percentage relations, to class 1 (class 100) rates found in part I hereof to be just, fair, and reasonable for the classes in the uniform classification. Appendix M to *Western Trunk Line Class Rates*, 164 I. C. C. 1,282 contains a table which shows the percentages of class 100, below 100, herein found reasonable; and shows the rates which will result from applying these percentages to any given rate from 30 cents to $4. The rates shown in this table should be applied in establishing the rates for classes below 100. For classes above 100, fractions of a cent should be disposed of by dropping those less than one-half and by increasing those of one-half cent or more to the next whole cent.

(d) Key-point class rates based on the scale herein found reasonable may be established subject to our approval between points where such rates were prescribed by us in the prior general class rate revisions.

(e) That such class rates shall apply to the ratings of commodities taking class rates as the same shall be rated in the uniform classification found to be just, fair, and reasonable in part I hereof.

(f) That such revised uniform class rates and classification ratings shall be made applicable simultaneously."

[fol. 2003] No order putting the class rates found to be just and reasonable for the future has been, or will be, made until the new classification becomes effective and no issue is now directly raised as to such rates with which the Commission dealt, but not unanimously, in Part II of its Report.

What the Commission, also not unanimously, did which is now attacked was to provide in Part III of its Report for an ad interim class rate revision which with certain designated minima class I rates provides in general for a 10 per cent increase in class rates in Official Territory and for a 10 per cent decrease in such rates in the other territories involved herein with corresponding changes in interterritorial class rates as already mentioned. The Commission said in part:

"In parts I and II of this report we have found the classification ratings and class rates involved in this proceeding to be an unjust and unreasonable, and unduly and unreasonably preferential and advantageous, as well as unduly and unreasonably prejudicial and disadvantageous in certain respects for the reasons therein stated. It is our duty under Section 15 (1) of the act to determine and prescribe what will be the just and reasonable rates and charges, and what classification will be just, fair, and reasonable, to be hereafter followed.

"The record herein is extensive, but from the very nature of these proceedings the comprehensive basis of just and reasonable rates cannot at this time be established in connection with a uniform classification such as we have found to be required as just, fair, and reasonable, until that classification is brought into being. The comprehensive rate revision and classification, unification and revision should be accomplished simultaneously, if possible. From our prior expe-

rience with extensive rate readjustments and classification proceedings, and from the record in this proceeding, we know that necessarily considerable time must elapse before the respondents can formulate and tender for our approval a classification which will conform to our findings with respect to justness, fairness, and reasonableness. The many complexities inherent in a task of such character and magnitude are inevitable. The shipping public and rate-making authorities of the States should be afforded opportunity for participation in the undertaking as far as their interests are con- [fol. 2004] cerned. And as shown by the record, and as within our common knowledge, there is at the present time a shortage of men who may be devoted to such task by the respondent carriers, public authorities, including this Commission, and by shippers and their organizations. This latter condition is a direct consequence of the withdrawal of such experts from their former employment for active participation in the war.

"We find, however, that in the circumstances it is possible and practicable to make certain readjustments in the existing basis of class rates, predicated upon the continued application of the existing classifications, which will be just and reasonable, which will have the effect of bringing to the minimum the preferences and prejudices which we have found to be unlawful, as completely as it is practicable now to eliminate such violations. This finding is based upon the peculiar circumstances of the present time, largely the result of the war, and because time will be needed to effectuate a classification revision and application of a scale or scales of class rates as our findings in part I and part II hereof contemplate. The adoption of the simple and direct method of rate revision which we are about to outline will conserve time, and will obviate many tariff publishing difficulties without complete revision of the classifications before us and the determination and prescription of new scales of rates based thereon.

"Our general conclusions and findings heretofore made have emphasized the importance and desirability of bringing the several intraterritorial freight-rate structures under consideration closer together in level and more upon the same pattern or scheme. We have also emphasized the importance and desirability of

removing as many differences as possible between the interterritorial rates of the respondents and the intraterritorial rates which they maintain. The basis which we shall not outline is in harmony with that objective, and will approach, as a preliminary step, the uniformity of class rate structure which we have previously found will be just, fair, and reasonable.

"We find and determine that the basis hereinafter outlined will result in rates which, until a complete revision in harmony with our previous findings is possible, will be just and reasonable.

"We find and determine that on and after the effective date of the order to be entered herein, the existing and current interstate class rates applicable to freight traffic moving at the classification ratings within southern, southwestern, and western trunk-line territories as those territories have heretofore been described in this report, and interritorially between those territories, and also between those territories, and official territory, as hereinbefore described, will be unjust and un- [fol. 2005] reasonable unless reduced 10 percent, subject to the class 1 scale shown at the end of this paragraph as minima for class 1 rates, and subject to the qualifications hereinafter indicated. This reduction is to be made by using the present current applicable class 1 rates as a base, and reducing them 10 percent, subject to observance of the rates in the distance scale set out hereinafter as minima. The rates on all the other classes in each class-rate system are to be correspondingly reduced by observing the same percentage relations to the class 1 rates thus reduced that such classes bear to the currently applied class 1 rates. No changes in existing exception rates or column rates are contemplated by this finding. No increase in any existing class rates is to be made under this finding within the southern, southwestern, and western trunk-line territories, and interterritorially between those territories, and also between those territories and official territory. In determining resulting rates, fractions of a cent should be disposed of by dropping those of less than one-half cent and by increasing those of one-half cent or more to the next whole cent. We do not contemplate that groupings in connection with the present class

rates shall be changed as a result of this finding. In applying the scale of minimum rates, the distances between groups or blocks of stations upon which the present class rates are based are to be observed, rather than the actual distances to or from such station, when differing therefrom. (The table of rates included at this point in the report is here omitted.)

"We find and determine that simultaneously as a part of the adjustment hereinbefore outlined, the existing applicable interstate class rates for freight traffic moving at classification ratings within official territory (including Illinois territory) should be increased 10 percent as maximum scales, superseding the intraterritorial official class-rate scale heretofore prescribed or authorized by us, subject to the qualifications hereinafter indicated, and that as so increased those scales will be just and reasonable as maxima. The increase of maximum class rates applicable within official territory is to be made by using the present current applicable class I rates as a base, and increasing them 10 percent. The rates on the other classes should be correspondingly increased by observing the same percentage relations to the maximum class I rates as thus increased that such classes bear to the currently applied class I rates. No changes in existing exception rates or column rates are contemplated by this finding. The same provision with respect to disposition of fractions of a cent, as to groupings, and as to the ascertainment of distance hereinbefore stated with respect to the reductions within and between other territories and between those territories and official territory, shall in like manner apply to the increases in the maximum [fol. 2006] class-rate charge without additional charge therefor. We also find and determine that such pick up and delivery service has been extended in scope largely since our findings and orders in the various proceedings hereinbefore recited which prescribed or approved the class rates in issue in this proceeding. We find and determine from the evidence of record in this proceeding, that when such service is performed the applicable class rate with the existing minimum charge as stated does not yield the out-of-pocket costs incident to the transportation service which it purports to cover. We further find that to the extent the

minimum charge per shipment is less than 75 cents, it is below a just and reasonable minimum rate and charge. Upon the record as it stands, and predicated upon the adjustments for the interim period hereinbefore found to be just and reasonable, we determine and find that the minimum charge per shipment, whether pick-up and delivery service is afforded or not, whenever such charge is below 75 cents, is below the minimum of a just and reasonable rate and charge and that 75 cents is and will be a just and reasonable minimum charge to be made.

"The foregoing findings and determinations are made as of the date when the order to be entered herein becomes effective. Inasmuch as these proceedings will necessarily be held open upon our docket, and as our power to suspend, modify, or set aside our orders is recognized by the act, we do not now prescribe, a specified period of time during which these findings as to the interim adjustment shall continue in force, but make them as continuing until our further order.

"In certain States the applicable intrastate class rates are held to a basis prescribed by us in orders entered in proceedings under section 13 (3) and (4) of the act. No special consideration has been given to such intrastate rates in this proceeding. If any modification of our outstanding orders seems necessary, it should be sought by appropriate action as contemplated by our general rules of practice.

"Our outstanding orders will be modified to the extent necessary to enable the carriers which are bound thereby to publish and file schedules embodying such increases and decreases; and authority will be given by appropriate order under section 6 of the act for the publication of simple forms of supplements to existing schedules to effectuate such increases and decreases. If carriers need relief under the provision of section 4 of the act, we will give prompt consideration to applications therefor."

And order was entered making this ad interim revision effective as of January 1, 1946 but was suspended pendente lite by order of this Court.

[fol. 2007] We find that the facts found by the Commission are supported by substantial evidence and adopt them as

our findings. Their inclusion herein by reference to the Commission's Report is to be understood.

The Western Lines were allowed at the final hearing in this court, over the objection of the defendant, to introduce some evidence on the question of the confiscatory character of the ad interim order as to them. This was received subject to a motion to strike on which decision was reserved at the close of the hearing. The motion to strike is now denied on the authority of Baltimore & Ohio R. R. v. United States, 298 U. S. 349 and we make the following findings on the evidence thus received.

A very large number of different commodities are carried at one time or another in less-than-carload lots by the so-called Western Lines within the rate territories here involved west of the Mississippi River. Some of this traffic, though what percentage was not definitely shown, moves on exception rates and some on commodity rates but a substantial amount of it is carried on class rates. The average loading per cars of this traffic for the year 1939 was 4.3 tons and that is close to what it had been for some six years previously, though on the whole the year 1939 showed a little decline mainly due to competition by carriers by motor truck and to the greater combining of shipments into carload lots. Because of an order of the Office of Defense Transportation issued in 1942 the minimum per car loading of the less-than-carload traffic was set at 10 tons and that more than doubled the previous average loading per car. That order was still in effect at the time of the hear-[fol. 2008] ing. When it is rescinded the railroads intend to return to pre-order practices and may have to cut the average loading to move the freight more quickly though that will depend upon the impact of competition and the volume offered for such carriage. There are some items in what is known as Consolidated Freight Classification No. 16, and the supplements thereto, which are rated fourth class, column 55, to which no commodity or exception ratings are applicable in less-than-carload lots. That is also true in respect to some third class ratings, column 70. There is a substantial movement of such commodities in Southwestern Territory and there is no major railroad, other than the so-called Burlington Lines, which relies for its revenues exclusively on its operations within the Western Trunk Line and Southwestern Territories which has not been in some sort of a receivership or bankruptcy proceeding within the

last five years. The raising of rates, other than class rates, for less-than-carload lots as suggested by the Commission in its report for consideration by the railroads has not been done since that has not been thought feasible in view of the probable loss of traffic it would cause.

There was evidence indicating that the carriage of the commodities above referred to which are not carried by the railroads within Western Trunk Line and Southwestern Territories other than on class rates in less-than-carload lots will not produce enough revenue to pay the cost of their carriage when the ad interim reduction in class rates becomes effective but we are unable to find that to be a fact proved. The statistical evidence to support that contention was based on the assumption that the average car [fol. 2009] loadings would be as low as 4.3 tons, which was a low point average, and apparently did not take into account that part of the Commission's order which requires a minimum charge of 75 cents per shipment less-than-carload instead of the 55 cent minimum charge heretofore. We have not sufficient confidence in that type of evidence to be satisfied that it proves that deficit carriage is required by the ad interim order, though we find from the evidence that costs of the carriage have for some time been increasing and will probably show additional increases.

CHASE, Circuit Judge:

The Commission acted, in making the investigations and the resulting orders, pursuant to its conception of its duties as the agency created to administer the Interstate Commerce Act (49 U. S. C. A. Par 1), which will hereinafter be called the Act. Its action was taken particularly with reference to Par. 1 (4) which imposes upon every railroad which is a common carrier in interstate commerce the duty

"to provide and furnish transportation upon reasonable request therefor, and to establish * * * just and reasonable rates, fares, charges and classifications applicable thereto; * * *".

And to Par. 1 (5) (a) which provides that:

"All charges made for any service rendered or to be rendered in the transportation of passengers or property, * * * or in connection therewith, shall be just and rea-

sonable, and every unjust and unreasonable charge for such service or any part thereof is prohibited and declared to be unlawful."

Also to Par. 3 (1), which, as amended by the Transportation Act of 1940 (49 U. S. C. A. (Supp.) Par. 3 (1), provides that it shall be unlawful:

[fol. 2010] "For any common carrier * * * to make, give, or cause any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, association, locality, port, port district, gateway, transit point, region, district, territory, or any particular description of traffic, in any respect whatsoever; or to subject any particular person, company, firm, corporation, association, locality, port, port district, gateway, transit point, region, district, territory, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever; * * * ."

"That whenever, after full hearing, upon a comp'aint made as provided in section 13 of this part, or after full hearing under an order for investigation and hearing made by the Commission on its own initiative, either in extension of any pending complaint or without any complaint whatever, the Commission shall be of opinion that any individual or joint rate, fare, or charge whatsoever demanded, charged, or collected by any common carrier or carriers subject to this part for the transportation of persons or property as defined in the first section of this part, or that any individual or joint classification, regulation or practice whatsoever of such carrier or carriers subject to the provisions of this part, is or will be unjust or unreasonable or unjustly discriminatory or unduly preferential or prejudicial, or otherwise in violation of any of the provisions of this part, the Commission is hereby authorized and empowered to determine and prescribe what will be the just and reasonable individual or joint rate, fare, or charge, or rates, fares, or charges, to be thereafter observed in such case, or the maximum or minimum, or maximum and minimum, to be charged, and what individual or joint classi-
[fol. 2011] fication, regulation or practice is or will be just, fair and reasonable, to be thereafter followed, and to make an order that the carrier or carriers shall cease and desist from such violation to the extent to which the Commission finds that the same does or will exist, and shall not there-

after publish, demand, or collect any rate, fare, or charge for such transportation other than the rate, fare, or charge so prescribed, or in excess of the maximum or less than the minimum so prescribed, as the case may be, and shall adopt the classification and shall conform to and observe the regulation or practice so prescribed."

The inquiries were commenced, the reports filed, and the order made as provided in Pars. 13 (2), 14 (1) and 15 (1) of the Act.

In the first of the two suits which were brought the plaintiffs and the intervenors who support them attack the ad interim order on the grounds that it is an attempt to regulate industrial conditions by means of rate making; that it is the result of political agitation; that findings essential to support the order are lacking and that the evidence does not support the findings made, in that there is no proof of facts to support so-called ultimate findings above quoted to keep them from being merely arbitrary and capricious. These so-called preliminary findings which are lacking and of which proof is also lacking are said to be that there is no finding of a threatened rate war which would jeopardize the revenues of the railroads in Official Territory; or that the existing class rates are not fully compensatory to railroads in Official Territory for the transportation services for which they are charged; or that they are so low as to cast an undue burden upon other traffic. Also it is argued that the finding of undue prejudice [fol. 2012] and preference created as between territories by the present class rates is arbitrary because not based upon preliminary findings made on proof by means of substantial evidence to the effect that the class rates published are the rates at which the freight moves; because findings and proof of a competitive relationship between the party preferred and the party prejudiced are lacking; because findings and proof of substantial injury to the party found to be prejudiced and of substantial benefit to the party found to be preferred are lacking; because findings and proof that the same carrier or carriers are responsible for or control both the preferential and prejudicial rates are lacking; because findings and proof that the carriers charge existing class rates on the same kinds of freight moved into Official Territory which is carried at class rates within Official Territory are lacking; because findings and proof that similar freight is carried under

similar conditions in each territory are lacking; and perhaps there are other grounds of similar nature. The suit brought by the Western Lines and supported by the intervenors aligned with them adds the ground that the ad interim reduction in the class rates in the West is confiscatory.

The potency of much of the argument in support of the ground relied on by the plaintiffs depends upon the effect to be given the before mentioned amendment to Par. 3(1) of the Act by the Transportation Act of 1940 and to Par. 5 (b) of the latter. The change thus made in Par. 3(1) of the Act was the addition of the words "region", district, territory" following "transit point" in the enumeration of the persons, places and traffic as to which preference and [fol. 2013] prejudice was expressly made unlawful and prohibited. In accordance with what has become a somewhat common practice, the Transportation Act of 1940 contains a declaration of policy which in part is "to encourage the establishment and maintenance of reasonable charges for transportation service without unjust discriminations, undue preferences or advantages or unfair or destructive competitive practices." And in Par. 5 (b) is found what is known as the Ramspeck Resolution where it is provided that:

"The Interstate Commerce Commission is authorized and directed to institute an investigaton into the rates on manufactured products, agricultural commodities, and raw materials, between points in one classification territory, and points in another such territory, and into like rates within any of such territories, maintained by common carriers by rail or water subject to part I of the Interstate Commerce Act, as amended, for the purpose of determining whether said rates are unjust and unreasonable or unlawful in any other respect in and of themselves or in their relation to each other, and to enter such orders as may be appropriate for the removal of any unlawfulness which may be found to exist: * * *."

The Commission undertook to carry out the mandate of this statute by means of the investigations it had already initiated as above set forth. It found, however, that, because of conditions largely attributable to the war, it was advisable to confine its investigation and orders to classifications and class rates established and maintained by common carriers by rail and accordingly did so.

But it is earnestly argued by the plaintiff, especially by the Western Lines, that the Commission misinterpreted [fol. 2014] the above changes in the statute to amount to a mandate requiring it to bring about an equalization and uniformity of rates for like kinds and amounts of commodities mile for mile among the various rate territories of the country and to increase its powers so to do. It is recalled that the Commission had previously mistakenly construed the so-called Hoch-Smith Resolution to give it added powers to correct what it found to be unjust discriminations "as between the various localities and parts of the country." And it is pointed out that if such a mistaken interpretation has been made the order which is the result of it is erroneous and must be set aside. Ann Arbor R. R. v. United States, 281 U. S. 658; Atchison, T., & S. F. Ry. v. United States, 284 U. S. 248, 262. That the same mistake has been made is thought to be apparent because the words "parts of the country" in the above quotation from the Hoch-Smith Resolution are as broad and comprehensive as "regions, districts, territories" added by the 1940 Amendment to Par. 3 (1). Yet even if this premise be true, it does not follow that the same mistake has now been made. It does not appear that the Commission has herein acted upon any assumption that the 1940 changes altered the basic principles governing its action. On the contrary, it appears that in determining the existence of discriminatory rates it has construed the changes in the statute to mean that where it is found that class rates are different in the different territories, and interterritorially, and those differences cannot be justified under recognized principles of rate making by proof of sufficient differences in costs of transportation, composition and amount of traffic, competition by common carriers other than railroads, and the like, those rates may [fol. 2015] be found unjustly preferential or prejudicial because unduly discriminatory and consequently unlawful as between regions, districts and territories.

We think this interpretation of Par. 3 (1) of the Act as amended is supported by the legislative history. The original Interstate Commerce Act was primarily aimed at the elimination of unjust discriminations of various kinds. Louisville & Nashville R. R. v. United States, 282 U. S. 740, 749-50. Yet it did not until the amendment of Par. 3 (1) in 1940 expressly prohibit unjust discriminations against any region, district or territory as such. "Terri-

tory" had become a word of art denoting the several rate territories which had grown up and, by adding region and district, parts of such territories were included to amplify the words "locality, port, port district, gateway, transit point" which had previously been the only designation of what might be called geographical units in the specific reference in the statute to a person, company, firm, corporation, association, * * *, or particularly description of traffic" as to which unjust preference and prejudice and discrimination were made unlawful. These words had proved to be, in their effect upon geographical designation as such, of somewhat restricted application as was shown by Texas & Pacific Ry. v. United States, 289 U. S.

This amendment to Par. 3(1) appeared in S. 2009. In the report made by the Senate Committee on Interstate Commerce [5] it was said as to Par. 3(1), "There has been [fol. 2016] no substantial change therein, except that the words 'region, district and territory' appearing in lines 20 and 23 on page 26 have been inserted." And the chairman of the committee said in part in explanation of the amendment, "The previous provision with regard to 'discrimination' simply referred to discrimination as to 'locality, port, port districts, gateway, transit point' without specifying the region, district or territory. So, we felt that by broadening the language we would at least take away that excuse, and we would provide expressly that the Commission should not discriminate in its rate structures." [6] In the discussion of the bill in the Senate the chairman of the committee in charge of it was asked if he thought the proposed amendment of Par. 3(1) would make toward the equalization of rates in the various regions. And he replied, "I do not [fol. 2017] think there is any doubt about it at all, because that is the purpose of the bill; it is the intention of the bill." [7] We think Par. 3(1) as thus amended does add new factors to be taken into account by the Commission in determining, under the old and well recognized principles which were before guides to decision in such matters, whether existing rates are unlawful. These new factors are whether such rates are unjustly preferential, prejudicial and dis-

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[5] Report No. 433, 76 Cong. 1st Session at page 11.

[6] Cong. Rec. Vol. 84, Part 6, p. 5889, 76th Cong., 1st Sess.

[7] Cong. Rec., Vol. 84, part 6, p. 6072.

criminatory as between regions, districts or territories; and, in our opinion, Par. 3(1) now empowers the Commission to find such rates unlawful even though they would have been lawful in the light of all relevant considerations before the amendment. We may, indeed, take it for granted that they were lawful previous to the amendment since they had been in the main the result of comparatively recent investigations and orders of the Commission. That the Commission correctly interpreted its powers and duties after the amendment appears to be shown by the following quotation from its report: "By the amendment to the substantive antidiscrimination provisions of section 3(1) all discriminations in the form of undue or unreasonable preference or advantage, or undue or unreasonable prejudice or disadvantage, as between regions, districts, or territories, viewed as separate entities, were brought directly within the purview of the act along with all the other inhibitions previously included. We were then authorized and directed by the other provisions mentioned to remove any such discriminations found to exist in a proper proceeding. This means that such discriminations as those mentioned which result from differences in the methods of distributing the general rate burden in the several rate-making territories, or from any other cause, if not justified upon proper consideration of recognized elements of rate making applied in the light of the amended law are unlawful and should be corrected."

[fol. 2018] We, therefore, hold that the Commission correctly decided that the ad interim order under review was within the scope of its statutory power and proceed to determine whether the order was erroneous in any respect on the other grounds advanced for setting it aside.

First, there should be a brief allusion to the contention that the plaintiff States have no standing to sue as parens patriae but only as shippers and receivers of freight. This point has become more or less academic since there are states who are parties plaintiff who plainly may sue as freight shippers and consignees directly affected by the order. But all the States who are parties are political entities which are also regions or districts within the rate-making territories involved and they are directly affected as such and have an interest in behalf of their citizens and communities above and apart from the rights of any particular shipper or receiver of freight to a con-

tinuance of existing rates or the maintenance of others. This we think distinguishes such cases as Oklahoma v. Atchison, T., & S. F. Ry., 220 U. S. 277, 286; Sprunt & Son, Inc. v. United States, 281 U. S. 249; and Alabama Power Co. v. Ickes, 302 U. S. 464, and gives these States standing to sue as parens patriae to preserve or enhance the welfare of their citizens by securing to them the proper administration of federal laws under the principles applied in Georgia v. Pennsylvania R. R., 324 U. S. 439, 446-52.

Our review of orders made by the Commission within the scope of its authority is limited to the following broad considerations and matters incidental thereto: (1) Whether the order is based upon adequate findings; (2) Whether there is substantial evidence in the record to support the findings made; and, (3) Whether the record was made as the result of adequate hearings of which due notice was given to all interested parties and at which those who appeared were fairly permitted to present their evidence and be heard in argument. Board of Trade v. United States, 314 [fol. 2019] U. S. 534; Rochester Telephone Corp. v. United States, 307 U. S. 125, 140; Atchison, T., & S. F. Ry. v. United States, 284 U. S. 248; Merchants Warehouse Co. v. United States, 283 U. S. 501.

We may dispose of the last of these quickly. It is apparent that the Commission did give due notice to all interested parties; that it did conduct numerous and lengthy hearing in various parts of the country involved; and that it did admit into the record and give proper consideration to, after giving a fair opportunity for argument, such relevant evidence as was offered.

In considering the second we are limited to a search for substantial evidence to support such findings as were made. There is such evidence. While it is not uncontradicted, the over-all weight of the evidence cannot be determined by us but is for the sole consideration of the Commission. Questions pertaining to the effect of rates and to rate making are extremely involved and highly technical matters and have to be decided after evaluating intricate evidence which is often based in part upon assumptions. Persons unskilled in those matters are much handicapped in dealing with such subjects and the well established rule is that the expert knowledge of the Commission and its experience, when resorted to and given effect in sufficiently supported findings which are the result of adequate and properly conducted

proceedings, should be left undisturbed by the courts under the doctrine of administrative finality. Rochester Telephone Corp. v. United States, supra; Interstate Commerce Commission v. Illinois C. R. R., 215 U. S. 452; Chicago, St. P., M. & O. Ry. v. United States, 322 U. S. 1; Gregg Cartage & S. Co. v. United States, 316 U. S. 74.

In considering the first, we must decide whether the so-called primary findings and proof to support them are indispensable to establish the kind of unlawfulness here found by the Commission in the light of the above-mentioned [fol. 2020] amendment of the Act.

Such primary findings need not be listed again. We now refer to them as set forth in the above statement. They relate in one way or another to what have been held essential to be proved to establish a basis for findings of preference, or prejudice or discrimination as to rates before the amendment of 1940 to Par. 3(1) of the Act. They are matters which are still pertinent and if evidence to support findings to supply the lack pointed out as to this record had, or could have been, offered it would undoubtedly have been admissible and findings in accord with it would have given added support to the order made. But it is quite another thing to say that all such findings are needed to support the so-called ultimate findings made and the ad interim order based on them. For instance, it has been argued that there can be no increase in class rates in Official Territory unless there is first a so-called primary finding, supported by substantial evidence that the present rates are not compensatory. While that fact, if proved, would have been of much significance the failure to prove it and the consequent lack of a finding that present rates are confiscatory does not leave the Commission's finding that the rates are unlawful unsupported by substantial evidence. It weighed all the evidence and found that it tipped the scales in favor of its ultimate finding that the present rates were unlawful. That basic conclusion if supported sufficiently by other evidence, was enough to justify the exercise of the Commission's statutory power to alter the rates as needed to make them lawful for the future. Pennsylvania R. Co. v. United States, 323 U. S. 588; Chicago, B. & Q. R. R. v. United States, 60 F. Supp. 580; Scandrett v. United States, 32 F. Supp. 995, aff'd. 312, U. S. 661; Jefferson Island Salt Mining Co. v. [fol. 2021] United States, 6 F. (2) 315. We think enough was proved and found to warrant such basic conclusion.

There was ample evidence on which the Commission found that the class rates in the various territories involved and the interterritorial class rates among those territories were on different levels within the existing classification as well as based upon differing classifications. The Commission found on substantial evidence many so-called primary facts, which need not be enumerated here but which appear in its report, showing transportation costs, composition of traffic, kinds of markets, natural resources, commodities produced or manufactured in the various territories and the parts thereof, and found preference, prejudice, and discrimination as above set forth. Having found the basic facts as pointed out, the Commission was under the duty to exercise its judgment and discretion in determining their effect upon the territories. We may not agree with its decision and we may not agree with the wisdom of the ad interim order but we have no power to set the order aside because of any such disagreement and substitute our own judgment for that of the Commission. Norfolk & Western Ry. v. United States, 287 U. S. 134. For instance, it would be unlawful because discriminatory to try to equalize clearly inherently unequal business conditions, not due to existing freight [fol. 2022] rates in the various territories or any regions or districts therein, by manipulating rates. Anchor Coal Co. v. United States, 25 F. (2d) 462. We might think that the probable import of this order, but we are bound by the Commission's action in justifiably finding facts to give another, and a lawful, basis for it. Again it is well known that there is a zone of reasonableness between the maxima and minima in rate making in which a carrier may usually set the rates it charges. United States v. Chicago, M., St. P. & P. R. R., 294 U. S. 499. We might think these existing class rates are within such a zone, but again we may not interfere with the order for that reason. Nor can other like considerations prevail to brush aside the statutory control over rates which has been confided to the Commission.

It has been earnestly argued that the investigations and order under review are the result of political agitation having for its ultimate object the dislocation of industry from Official territory and its establishment in the other territories, principally in the Southern, and that does appear plausible. Yet such a question is not within the bounds of judicial cognizance but relates to matters of legislative pol-

icy. Whether such policy is wise or the opposite is not for us to determine. We can only be concerned with decision as to whether or not the Commission's action was within its power properly exercised under statutory authority which does not go beyond Constitutional limitations. Chicago, B. & Q. R. R. v. McGuire, 219 U. S. 549; Rochester Telephone Corp v. United States, supra.

The contention that the order should be set aside as to the Western Lines because confiscatory as to them raises a question of Constitutional limitation under the Fifth Amendment upon the statutory authority which can be conferred upon the Commission. The railroads in Southern territory make no such contention and it would seem that the Western Lines came somewhat late to rely upon any violation of Constitutional safeguards as to them.

[fol. 2023] From the cost studies relied upon by the Commission after it decided what weight should be given them, the Commission found that what is called less-than-carload traffic is not, when war-time loading is excluded, "yielding, on the average, its out-of-pocket costs plus constant expenses solely related to this traffic, plus the cost of collection and delivery, in any territory except possibly in the southern where the margin of difference between revenues and these expenses is slight." It is, therefore, argued that the confiscatory nature of the ordered reduction in class rates moving in less-than-carload lots is self-evident and that as it does not produce its out-of-pocket costs no trial period is necessary to determine the unlawfulness of the order since an increase in traffic brought about by the lowered rates would obviously but increase the out-of-pocket costs and increase the deficit.

It will be remembered that the Western Lines carry only .6 of one per cent of their total freight at rates affected by this order. We don't suggest that even that is less than enough to entitle them to relief if they can show that they will be compelled to carry it in the future for less than actual cost. But this less-than-carload traffic to which the cost studies relate is not by any means wholly carried on class rates and in its supplemental report of October 30, 1945 the Commission correctly said:

"The cost data on less-than-carload traffic relates to such traffic as a whole and not solely to that which moves on class rates. In appraising the figures it must be borne in

mind that much of this traffic does not move on class rates, but on exception and commodity rates. Obviously, the class-[fol. 2023a] rate traffic bears the highest rates. Consequently, even if under present condition less-than-carload traffic, as a whole, in the West and South is not paying its proper share of the costs, it is possible that such a result is due in large measure to the maintenance of exception and commodity rates. In any event, data based only on averages for all this traffic do not necessarily demonstrate the impropriety of reductions in the highest level of rates. Even as to class rates on less-than-carload traffic, the record shows that in western trunk-line and southwestern territories many intrastate class rates are maintained which are lower than the corresponding reduced interstate class rates required by our interim order."

The attempt in this court by the Western Lines to break down less-than-carload lot carriage into parts carried wholly on class rates and parts as to which the above finding of the Commission is correct, and to show that the part carried wholly on class rates would not pay its way under the ad interim order has failed in our judgment to measure up to the required standard of certainty by way of proof as to transportation costs for particular commodities. Compare, Baltimore & Ohio R. R. v. United States, supra. There is too much assumption and opinion involved in such evidence to justify definite findings, in advance of a trial period, to the effect that the ad interim rates will be confiscatory. See St. Joseph Stock Yards Co. v. United States, 298 U. S. 38; Minnesota Rate Cases, 230 U. S. 352; Willcox v. Consolidated Gas Co., 212 U. S. 19; City of Knoxville v. Knoxville Water Co., 212 U. S. 1.

[fol. 2024] Nor is the order erroneous because the carriers were not allowed any alternative method for the removal of the discriminations which make the present class rates unlawful. This was a rate order made under Par. 15 and not an order under Par. 3 in which an alternative must be provided as held in Texas & Pacific Ry. v. United States, supra.

The denial by the Commission of the application to reopen the proceedings and receive additional evidence especially as to conditions subsequent to 1939 was not an abuse of its discretion. It is inevitable in such matters that an order by the Commission cannot be based on strictly up-to-the-

minute proof. There must be unusual circumstances, not here present, to justify the reversal of an order such as this on the ground that it was based on a stale record. Interstate Commerce Commission v. City of Jersey City, 322 U. S. 503. But see, Atchinson T. & S. F. Ry. v. United States, 284 U. S. 248 as limited by United States v. Northern Pacific Ry., 288 U. S. 490.

A decree will be entered dismissing the petitions in each case but the dismissal of the petition by the Western Lines will be without prejudice to another suit to restrain the enforcement of the ad interim rates if they are found, after a fair test, to be confiscatory. See, Darnell v. Edwards, 244 U. S. 564.

If any of the parties desire findings of fact in addition to those made, proposed findings may be submitted to the court within fifteen days.

May 9, 1946.

Harrie B. Chase, U. S. Circuit Judge. Jno. C. Knox, U. S. District Judge. Stephen W. Brennan, U. S. District Judge.

[fol. 2025] IN THE DISTRICT COURT OF THE UNITED STATES

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

NOTICE OF HEARING ON MOTION—Filed May 17, 1946

To counsel for the parties in the above-captioned consolidated cause:

Notice is hereby given that the United States and Interstate Commerce Commission will call up for hearing their motion for entry of an order vacating, dissolving and setting aside the interlocutory injunction issued in the case on December 20, 1945, and for entry of judgment upon the findings of fact and conclusions of law filed in the proceeding,

[fol. 2026] a copy of which motion is attached hereto, before the Honorable Harrie B. Chase, United States Circuit Judge, John C. Knox and Stephen W. Brennan, United States District Judges, at 12:30 p. m. on Thursday, May 23, 1946, or as soon thereafter as counsel may be heard, in Room 110, United States Court House, Foley Square, New York, N. Y.

Dated this 15th day of May, 1946.

Edward H. Miller, David O. Mathews, Special Assistants to the Attorney General, Department of Justice, Washington 25, D. C. Daniel W. Knowlton, Chief Counsel, Interstate Commerce Commission.

I certify that true copies of the attached notice and motion were this day mailed to all counsel of record in this proceeding.

Dated this 15th day of May, 1946.

David O. Mathews, Special Assistant to the Attorney General.

[fol. 2027] IN THE DISTRICT COURT OF THE UNITED STATES

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

MOTION TO DISSOLVE INTERLOCUTORY INJUNCTION AND FOR ENTRY OF JUDGMENT—Filed May 17, 1946

Come now the United States and Interstate Commerce Commission, defendants in the above-captioned consolidated cause, and move the Court for entry of an order vacating, dissolving and setting aside the interlocutory injunction issued herein on December 20, 1945, restraining the operation and effect of the order of the Interstate Commerce Commission dated May 15, 1945, as amended, and its order dated [fol. 2028] October 30, 1945, made in its Docket Nos. 28300 and 29310; and for entry of judgment upon the findings of

fact and conclusions of law filed by the Court in this proceeding.

Dated this 15th day of May, 1946.

Edward H. Miller, David O. Mathews, Special Assistants to the Attorney General, Department of Justice, Washington 25, D. C. Daniel W. Knowlton, Chief Counsel, Interstate Commerce Commission.

[fol. 2029] IN THE DISTRICT COURT OF THE UNITED STATES

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

NOTICE—Filed May 18, 1946

To Counsel for all Parties:

Please Take Notice that the plaintiffs in Civil Action No. 2311, of whom the States of New York and Ohio are also interveners in Civil Action No. 2337, by their counsel, will petition the Court at a session to be held in Room 1705, United States Court House, Foley Square, New York, N. Y., on Thursday, May 23, 1946, at 12:30 P. M., Honorable Harrie B. Chase, Circuit Judge, and Honorable John C. Knox and Honorable Stephen W. Brennan, District Judges, sitting, or as soon thereafter as counsel can be heard, for continuance of the interlocutory injunction heretofore granted, or if such interlocutory injunction [fol. 2030] shall be dissolved by order of the Court then for an order reinstating the interlocutory injunction or an order staying the orders of the Interstate Commerce Commission, dated May 15, 1945 and October 30, 1945, pending the perfecting by petitioners of an appeal to the United States Supreme Court or until the expiration of the time involved for the filing of such an appeal, and if such an appeal shall be taken and perfected within the time allowed then pending final determination of the appeal by the United States Supreme Court and the entry of order pur-

suant thereto. A copy of plaintiffs' petition is attached hereto.

Dated: May 17, 1946.

Parker McCollester, Frank J. Clark, Kenneth L. Sater, of Counsel for Plaintiffs in Civil Action No. 2311.

I certify that true copies of the attached notice and petition are this day being mailed to all counsel of record in this proceeding.

Dated at New York, N. Y., this 17th day of May, 1946.

Parker McCollester, of Counsel for Plaintiffs in Civil Action No. 2311.

[fol. 2031] IN THE DISTRICT COURT OF THE UNITED STATES

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

PETITION FOR CONTINUANCE OR REINSTATEMENT OF INTERLOCUTORY INJUNCTION OR FOR STAY PENDING APPEAL—Filed May 18, 1946

To the Honorable Harrie B. Chase, Circuit Judge, Honorable John C. Knox and Stephen W. Brennan, District Judges, sitting as a statutory court for the Northern District of New York:

Now come petitioners, plaintiffs in Civil Action No. 2311 of whom the States of New York and Ohio are also interveners in Civil Action No. 2337, by their counsel and respectfully represent:

1. On May 9, 1946 this Court filed its opinion in these suits, wherein it held that the petitions should be dismissed and the interlocutory injunction heretofore granted by order of this Court dated December 20, 1945 should be dissolved.

[fol. 2032] 2. Under the provisions of the Judicial Code, U. S. Code Annotated, Title 28, Section 47a, an appeal lies from the decision and order of this Court to the United States Supreme Court, provided such appeal be taken and perfected within sixty days after entry of the final judgment or decree of this Court. Petitioners believing that the decision and opinion of this Court were in error in various respects and that petitioners and their citizens will be greatly injured thereby, intend to take an appeal within sixty days after the entry of the final order or decree of this Court.

3. If the orders of the Interstate Commerce Commission whose lawfulness is in issue in this suit are not enjoined and their enforcement stayed pending appeal and final determination thereon, the Commission will be at liberty to demand compliance with its orders on the part of the railroads, defendants in the proceeding before it, and as a result the railroads in Official territory, so-called, contrary to their wishes expressed in this Court and solely by reason of compulsion of the Commission's orders will be required to file and make effective tariff schedules increasing by 10 per cent their class rates charged by them for the transportation of class rate freight between points in Official territory, including points in plaintiff States, and to join in the establishment of class rates from points in other territories to destinations in Official territory 10 per cent less than the class rates now maintained.

4. Petitioners believe and allege that if the orders of the Commission are not so enjoined and their enforcement stayed pending appeal and final determination thereon and if the railroads under the compulsion of said orders [fol. 2033] establish and thereafter charge rates in compliance therewith, great and irreparable injury will be done to plaintiffs as shippers and receivers of freight upon which increased class rates will be charged and to the citizens, communities and industries in plaintiff States, who will be compelled to pay increased charges without any reasonable means of securing redress or refund if, as the result of the appeal, the orders of the Commission are determined to be unlawful and invalid. On the contrary, in the event that the decision of this court should be affirmed and the orders of the Commission upheld on appeal, nevertheless little injury would be done to Southern

and Western States and shippers located therein by enjoining and staying the Commission's orders pending appeal. This is so, first, because in contrast with the situation in Official territory, where a very large volume of freight is subject to the class rates which would be increased, there is a negligible volume of freight transported in the South and West and from the South and West to Official territory upon which class rates are charged, the railroads having provided commodity or exception rates for a large proportion of the traffic in these territories, which in Official territory is subject to class rates. It is so, second, because to the small extent that the existing class rates would be charged on any shipments transported within the South and West or from the South and West into Official territory, shippers paying such present rates would be entitled to demand and receive reparation in the form of the difference between the rates charged and the rates pursuant to the Commission's orders and a simple procedure is available for the presentation and payment of their claims if the Commission's orders shall ultimately [fol. 2034] be held lawful and valid. These orders would constitute a determination that the present class rates within these territories and from these territories to Official territory are unreasonable to the extent that they exceed rates 10 per cent less. Moreover, petitioners believe and allege that much greater business disturbance and dislocation would be caused if the rates required by the Commission's orders should be made effective at once and if the orders should thereafter be held to be invalid than would result if the present rates are continued for the limited period necessary to prosecute an appeal herein and if thereafter the Commission's orders should be upheld.

Wherefore, petitioners pray that this Court, recognizing the great injury to plaintiffs and their citizens and communities and recognizing also that reasonable doubt exists as to the correctness of the decision herein, may, after hearing on this petition, order and decree that the interlocutory injunction heretofore granted by its order of December 20, 1945 shall be and is continued in effect for a period of sixty days from the date of its final order and decree herein and that if within such sixty days an appeal to the United States Supreme Court from the decision and order of this Court shall have been taken and perfected,

the said interlocutory injunction shall be further continued pending such appeal and until determination therein and order pursuant thereto or until further order of this Court or of the United States Supreme Court. Or if this Court shall by its final order and decree herein dissolve the interlocutory injunction heretofore granted then petitioners pray that this Court may by order reinstate such interlocutory injunction or may by new order stay the enforcement of the orders of the Interstate Commerce [fol. 2035] Commission dated May 15, 1945 and October 30, 1945, as amended, for a period of sixty days from the date of its final order and decree herein and if during that time an appeal to the United States Supreme Court shall have been taken and perfected, than pending such appeal and determination therein and until final order pursuant thereto or until further order of this Court or the United States Supreme Court. And petitioners pray for such other and further relief as in the premises may be proper.

Dated: May 17, 1946.

Respectfully submitted, Parker McCollester, Frank J. Clark, Kennett L. Sater, of Counsel for Plaintiffs in Civil Action No. 2311.

[fol. 2036] In the District Court of the United States

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

Notice of Hearing on Motion—Filed May 20, 1946

To counsel for the parties in the above-captioned consolidated cause:

Notice is hereby given that Horace A. Hildreth, Governor of the State of Maine, Charles M. Dale, Governor of the State of New Hampshire, Mortimer R. Proctor, Governor of the State of Vermont, Maurice J. Tobin, Governor of

The Commonwealth of Massachusetts, John O. Pastore, Governor of the State of Rhode Island, and Raymond E. Baldwin, Governor of the State of Connecticut, plaintiffs-interveners in the above-captioned consolidated cause, will call up for hearing their motion for entry of an order staying [fol. 2037] the operation and effect of the orders of the Interstate Commerce Commission dated May 15, 1945, as amended, and dated October 30, 1945, made in its Docket Nos. 28300 and 28310, and continuing the interlocutory injunction issued in the case on December 20, 1945, pending the hearing and determination of the appeal by the aforesaid plaintiffs-interveners to the Supreme Court of the United States of America from the judgment to be entered upon the findings of fact and conclusions of law filed in the case by the Court on May 9, 1946, a copy of which motion is attached hereto, before the Honorable Harrie B. Chase, United States Circuit Judge, John C. Knox and Stephen W. Brennan, United States District Judges, at 12:30 p. m. on Thursday, May 23, 1946, or as soon thereafter as counsel may be heard, in Room 110, United States Court House, Foley Square, New York, N. Y.

Dated this 18th day of May, 1946.

Henry E. Foley, 10 Post Office Square, Boston 9, Massachusetts, Counsel for Horace A. Hildreth, Governor of the State of Maine; Charles M. Dale, Governor of the State of New Hampshire; Mortimer R. Proctor, Governor of the State of Vermont; Maurice J. Tobin, Governor of the Commonwealth of Massachusetts; John O. Pastore, Governor of the State of Rhode Island; Raymond E. Baldwin, Governor of the State of Connecticut.

I certify that true copies of the attached notice and motion were this day mailed to all counsel of record in this proceeding.

Dated this 18th day of May, 1946.

Henry E. Foley.

[fol. 2038] IN THE DISTRICT COURT OF THE UNITED STATES

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

MOTION TO STAY ENFORCEMENT AND TO CONTINUE INTERLOCUTORY INJUNCTION—Filed May 20, 1946

Come now Horace A. Hildreth, Governor of the State of Maine, Charles M. Dale, Governor of the State of New Hampshire, Mortimer R. Proctor, Governor of the State of Vermont, Maurice J. Tobin, Governor of The Commonwealth of Massachusetts, John O. Pastore, Governor of the State of Rhode Island, and Raymond E. Baldwin, Governor of the State of Connecticut, plaintiffs-interveners in the above-captioned consolidated cause, and move the Court for an order staying the operation and effect of the orders of the Interstate Commerce Commission dated May 15, 1945, as amended, and dated October 30, 1945, made in its Docket Nos. 28300 and 28310, and continuing the interlocutory injunction issued by this Court on December 20, 1945, pending [fol. 2039] the hearing and determination of the appeal by the aforesaid plaintiffs-interveners to the Supreme Court of the United States of America from the judgment to be entered upon the findings of fact and conclusions of law filed by this Court on May 9, 1946, and as grounds therefor respectfully represent to this Honorable Court as follows:

1. Important questions of law are involved in this proceeding, as this Court recognized at the time of granting the interlocutory injunction in this cause.

2. If the orders of the Commission are not stayed and their enforcement not enjoined by this Court, your petitioners believe that upon the entry of this Court's judgment in this cause, the Interstate Commerce Commission will cancel its permission to postpone compliance with its orders contested in this proceeding, and the railroads in Official Territory will be required to increase their class rate charges prior to the final determination of this cause.

3. As this Court found at the time of granting the interlocutory injunction in this cause, the injury which would be suffered by the industries, shippers, receivers, communities and citizens in Official Territory, should the Commission's orders be permitted to go into operation and effect, would greatly exceed any injury to shippers and communities or states in other sections of the country from withholding the reductions in rates ordered by the Commission, pending final determination of this cause. The Commission's order increasing the class rates in Official Territory would cause an estimated increase in freight charges to shippers and receivers of freight in that territory of over $15,000,000 annually, whereas reductions in the charges for shippers in the Southern Territory would not amount to more than one tenth of this figure.

4. As this Court found at the time of granting the interlocutory injunction in this cause, the directed increase if [fol. 2040] required and permitted to be charged by railroads for transportation within Official Territory pending final determination of this suit would subject industries, shippers and receivers of freight, and the citizens and communities of the states in Official Territory to great injury, for which they will have no redress in the event the Commission's orders should finally be held invalid and permanently enjoined.

5. As this Court found at the time of granting the interlocutory injunction in this cause, greate disturbance and confusion would result if the changed rates ordered by the Commission should be permitted to go into effect and the Commission's orders should thereafter be held to be invalid and permanently enjoined.

Dated this 18th day of May, 1946.

Respectfully submitted, Henry E. Foley, 10 Post Office Square, Boston 9, Massachusetts, Counsel for Horace A. Hildreth, Governor of the State of Maine; Charles M. Dale, Governor of the State of New Hampshire; Mortimer R. Proctor, Governor of the State of Vermont; Maurice J. Tobin, Governor of the Commonwealth of Massachusetts; John O. Pastore, Governor of the State of Rhode Island; Raymond E. Baldwin, Governor of the State of Connecticut.

[fol. 2041] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

NOTICE—Filed May 27, 1946

To: Counsel for all parties:

Please take notice that on Thursday, May 23, 1946, at 12:30 P. M., or as soon thereafter as counsel may be heard, we shall appear before the Honorable Harrie B. Chase, Circuit Judge, the Honorable John C. Knox, District Judge, and the Honorable Stephen W. Brennan, District Judge, in Room 1705 Federal Court Building, Foley Square, New York City, New York, and then and there present the motion of the Western Lines, plaintiffs in Civil Action No. 2337, and interveners in Civil Action No. 2311, for an order continuing in effect the interlocutory injunction issued herein pending the perfecting and final determination of the appeal [fol. 2042] from the judgment herein, a copy of said motion being herewith served upon each of you.

You may appear at the aforementioned time and place if so desired.

Dated: May 20, 1946.

H. C. Barron, Douglas F. Smith, D. Robert Thomas, of Counsel for Plaintiffs in Civil Action No. 2337, and Interveners in Civil Action No. 2311.

Sidley, Austin, Burgess & Harper, 11 South LaSalle Street, Chicago Illinois.

Ferriss, Burgess, Hughes & Dorrance, First National Bank Building, Utica, New York, Of Counsel.

I certify that true copies of the attached notice and motion were this day mailed to all counsel of record in this proceeding.

Dated: May 20, 1946.

D. Robert Thomas, One of the attorneys for Plaintiffs in Civil No. 2337.

[fol. 2043] IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF NEW YORK

Civil Action No. 2311

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, MICHIGAN, NEW JERSEY, OHIO, WISCONSIN and THE COMMONWEALTH OF PENNSYLVANIA, Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant

Civil Action No. 2337

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, et al., Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant.

FINAL DECREE AND ORDER CONTINUING INTERLOCUTORY INJUNCTION—Fileed May 27, 1946

This cause coming on to be heard before the undersigned sitting as a specially constituted court of three judges pursuant to the Urgent Deficiencies Act, 28 U.S.C., Sections 41, 43-48, and full hearing having been had; the pleadings and evidence having been considered and the parties having been heard by counsel in argument and the cause having been submitted for final decree, and this Court having been fully advised in the premises and having filed its opinion, [fol. 2044] findings of fact and conclusions of law, it is ordered, adjudged and decreed:

(1) The petitions of the plaintiffs herein be and they are hereby dismissed.

(2) Dismissal of the petition filed by the plaintiff railroads in Civil Action No. 2337 is without prejudice to another suit to restrain enforcement of the ad interim rates prescribed in the Commission's orders if those rates are found to be confiscatory after a fair test.

And the parties having further been heard upon petition and motions of the plaintiffs and of certain intervenors for continuance of the interlocutory injunction granted by this

Court on December 20, 1945 pending the perfecting and final determination of appeals to the United States Supreme Court and the motion of defendants that said interlocutory injunction be dissolved, the Court hereby makes the following findings of fact and conclusions of law:

Findings of Fact

1. The Court hereby reaffirms and adopts the findings of fact made by it in the order entered herein on December 20, 1945, granting the said interlocutory injunction, as fully as if the said findings of fact were restated herein.

2. If the said interlocutory injunction is not continued pending the perfecting and final determination of the appeals from the final order of the Court herein, the carriers in Official Territory, contrary to their wishes expressed in this Court and solely by reason of the compulsion of the Commission's orders, will be required to file and make effective tariff schedules increasing by ten per cent their class rates charged by them for the transportation of class rate [fol. 2045] freight between points in Official Territory, including points in plaintiff States, and the Western Lines will be required to file and make effective tariff schedules reducing by ten per cent their class rates charged by them for the transportation of class rate freight between points in Western Trunk Line Territory and in Southwestern Territory, and to join with the carriers in Official Territory and Southern Territory in reducing by ten per cent their class rates charged by them for the transportation of interterritorial class rate freight.

3. The relative levels of the class rates in the several rate territories affected by the orders of the Interstate Commerce Commission in this proceeding were established by orders of the Interstate Commerce Commission and have been in effect for many years. If the said interlocutory injunction is not continued pending the perfecting and final determination of the appeals from the final order of this Court, the long established class rate relationships among the rate territories would be materially changed, and if the final order of this Court is thereafter reversed by the United States Supreme Court, the disturbance and disruption of business throughout the country would be of serious proportions. Such disruption would cause more hardship to

business and to the shippers, receivers, and carriers of freight, than would be caused by the continuance of the long established rate relationships pending the final determination of the appeal from the final order of this Court herein.

4. The Commission's orders, if presently enforced with respect to class rates charged on freight transported by the Western Lines, would cause a very substantial reduction in the revenues of the railroads, which they would have no means of recouping if the Commission's orders should [fol. 2046] finally be held to be invalid and permanently enjoined.

5. Great and irreparable injury would be done to plaintiffs, their citizens and communities and to the Western Lines, if on appeal the orders of the Interstate Commerce Commission are held invalid and if pending appeal their enforcement shall not have been stayed and enjoined and such injury appears greater than any injury which defendants or intervening defendants might suffer if the Commission's orders are stayed pending appeal and should finally be held valid.

Conclusions of Law

1. The decision of these consolidated causes necessarily involves the determination of novel questions of law of great importance to the shippers, the carriers, and the public of this country. There are reasonable and serious doubts as to the determination of these novel and important questions.

2. Considering the reasonable doubts as to the validity of the orders of the Interstate Commerce Commission herein, the novel character of the questions of law to be determined, the fact that the present class rates were established by the Interstate Commerce Commission itself and have been in effect for many years, and considering the equities of the shippers, the carriers, and the public, the Court in its discretion should continue the interlocutory injunction pending the perfecting and final determination of any and all appeals from the final order of the Court herein.

[fol. 2047] And, all facts considered, the Court being of opinion and finding that the enforcement of the Commission's orders should be stayed pending appeal from the decisions of this Court, now, therefore, it is

Ordered, adjudged and decreed that the motion of the United States and the Interstate Commerce Commission to dissolve the interlocutory injunction granted by the decree of this Court dated December 20, 1945, be and it is hereby denied and that the said interlocutory injunction be and it hereby is continued for a period of sixty days from the date hereof, and if during said period plaintiffs or any of them perfect an appeal to the Supreme Court of the United States, said interlocutory injunction be further continued pending such appeal and until final determination on appeal and order pursuant thereto unless and until otherwise ordered by this Court or by the Supreme Court of the United States. If before the expiration of sixty days from the date hereof no appeal shall have been taken and perfected from the final decree and order of this Court dismissing the petitions, the interlocutory injunction shall thereupon be dissolved and shall thereafter be of no effect.

Harrie B. Chase, U.S.C.J., Jno. C. Knox, U.S.D.J., Stephen W. Brennan, U.S.D.J.

Approved as to form only. Edward H. Miller, Special Asst. to the Att'y Gen'l. J. F. Norman, Byron M. Gray, H. Emerson Kokjer.

Dated: May 24, 1946.

[fol. 2048] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

PETITION OF THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, MICHIGAN, NEW JERSEY, OHIO, WISCONSIN AND OTHERS FOR APPEAL TO THE SUPREME COURT OF THE UNITED STATES—Filed June 25, 1946

To the Honorable the Judges of the District Court of the United States for the Northern District of New York:

Now come Petitioners, the States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin

and the Commonwealth of Pennsylvania, plaintiffs in Civil No. 2311, and the States of New York and Ohio, intervening plaintiffs in Civil No. 2337, and considering themselves aggrieved by the final decree and order of this Court, en-
[fol. 2049] tered herein on the 27th day of May, 1946, hereby pray that an appeal may be allowed to the Supreme Court of the United States from so much of said final decree and order as dismisses the petition of plaintiffs and intervening plaintiffs in said actions.

Pursuant to paragraph 1 of Rule 12 of the Rules of the Supreme Court of the United States, your petitioners present to this Court herewith a statement disclosing the basis of the jurisdiction of the Supreme Court of the United States upon appeal to review said final decree and order.

The particulars wherein your petitioners consider said final decree and order erroneous are set forth in the Assignment of Errors and Prayer for Reversal filed herewith.

Wherefore said plaintiffs, your petitioners, pray that their appeal to the Supreme Court of the United States may be allowed and a citation be issued as provided by law, and that a transcript of the record, proceedings and documents upon which said decree and order were based, duly authenticated, be transmitted to the Supreme Court of the United States under the rules of said Court in such cases made and provided.

Respectfully submitted, Nathaniel L. Goldstein, Attorney General, Albany, New York; Parker McCollester, Frank J. Clark, Special Assistant Attorneys General, 25 Broadway, New York 4, N. Y., for plaintiff The State of New York; Clair John Killoran, Attorney General, Wilmington, Delaware, for plaintiff The State of Delaware; James
[fol. 2050] A. Emmert, Attorney General, Indianapolis, Indiana, for plaintiff The State of Indiana; William Curran, Attorney General, Paul Hammond, Deputy Attorney General, Baltimore, Maryland, for plaintiff The State of Maryland; John R. Dethmers, Attorney General, James W. Williams, Assistant Attorney General, Lansing, Michigan, for plaintiff The State of Michigan; Walter D. Van Riper, Attorney General, Robert Peacock,

Deputy Attorney General, Trenton, New Jersey, for plaintiff The State of New Jersey; Hugh S. Jenkins, Attorney General, Kenneth L. Sater, Special Counsel, Columbus, Ohio, for plaintiff The State of Ohio; John Martin, Attorney General, Hugh T. Ferguson, Assistant Attorney General, Madison, Wisconsin, for plaintiff The State of Wisconsin; James H. Duff, Attorney General, E. [fol. 2051] A. Delaney, Deputy Attorney General, Harrisburg, Pennsylvania, for plaintiff The Commonwealth of Pennsylvania.

Dated: June 25, 1946.

[fol. 2052] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

ASSIGNMENT OF ERRORS AND PRAYER FOR REVERSAL—Filed June 25, 1946

Now come the States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin and the Commonwealth of Pennsylvania, plaintiffs in Civil No. 2311, and the States of New York and Ohio, intervening plaintiffs in Civil No. 2337, by their respective counsel, and in connection with their appeals file the following assignment of errors upon which they will rely in the prosecution of their appeals to the Supreme Court of the United States from that part of the final order and decree of this Court entered May 27, 1946 dismissing plaintiffs' petitions.

The District Court erred:

[fol. 2053] 1. In making and entering so much of the order and final decree as dismissed plaintiffs' petitions.

2. In deciding that the orders of the Interstate Commerce Commission in Docket No. 28300, *Class Rate Inves-*

tigation, 1939, dated May 15, 1945 and October 30, 1945, were lawful and valid.

3. In failing to decide that the Commission's orders should be annulled, set aside and enjoined for any one or all of the reasons set forth in plaintiffs' petitions.

4. In failing to decide that the Commission's orders are invalid because they rest upon an erroneous interpretation and application of the provisions of Section 3 of the Interstate Commerce Act and of the 1940 amendment thereto.

5. In failing to decide that the Commission's orders are invalid because in making them the Commission was influenced by an erroneous view of the purpose and effect of Section 5(b) of the Transportation Act, 1940, and of its authority and duty thereunder.

6. In failing to decide (page 23) that in making its orders and in relying upon the 1940 amendment of Section 3 of the Interstate Commerce Act as the statutory basis thereof, the Commission has made the same sort of error and its orders are invalid for reasons similar to those which led the Supreme Court in *Ann Arbor R. R.* v. *United States*, 281 U. S. 658, and *Atchison, T. & S. F. Ry.* v. *United States*, 284 U. S. 248, to hold invalid the orders of the Commission involved in those cases.

7. In failing to decide that the Commission's orders were invalid because based upon error of law by the Commission in that the Commission conceived that class rates are made unlawful because not uniform throughout the several [fol. 2054] territories of the country, and that the Commission is empowered to prescribe uniform class rates, notwithstanding differences in other rates or differences in factors theretofore recognized as justifying and requiring differences in rates.

8. In deciding:

> "That the Commission correctly interpreted its powers and duties after the amendment appears to be shown by the following quotation from its report: 'By the amendment to the substantive antidiscrimination provisions of section 3(1) all discriminations in the form of undue or unreasonable preference or advantage,

or undue or unreasonable prejudice or disadvantage, as between regions, districts, or territories, viewed as separate entities, were brought directly within the purview of the act along with all the other inhibitions previously included. We were then authorized and directed by the other provisions mentioned to remove any such discriminations found to exist in a proper proceeding. This means that such discriminations as those mentioned which result from differences in the methods of distributing the general rate burden in the several rate-making territories, or from any other cause, if not justified upon proper consideration of recognized elements of rate making applied in the light of the amended law are unlawful and should be corrected.'" (page 26.)

9. In holding (page 27):

"We, therefore, hold that the Commission correctly decided that the ad interim order under review was within the scope of its statutory power . . ."

10. In failing to decide that the Commission's orders were invalid because they and the ultimate findings and conclusions of the Commission were without support in preliminary findings of fact essential to sustain the ultimate findings, conclusions and orders.

[fol. 2055] 11. In failing to decide that the Commission's orders and ultimate findings were arbitrary and invalid because in conflict with such preliminary findings as the Commission did make.

12. In failing to decide that the Commission's orders were invalid in that they were the result of an arbitrary disregard by the Commission of its own preliminary findings and of the evidence that the long established differences in the levels of the class rates were and are justified by the differences in the rate structures as a whole in the several territories, by the differences in the volumes, compositions, densities and consists of the traffic and the revenue requirements of the carriers in the several territories, and by the differences in rates other than class rates; of the Commission's disregard of its own prior decisions prescribing different levels of class rates in

the light of such differences in factors affecting rates, and of the complete absence of any finding or evidence that such factors have changed since the present class rates were prescribed.

13. In concluding (page 29) that the absence of preliminary findings of the primary facts listed on pages 20 and 21 did not render the Commission's orders invalid.

14. In disregarding the absence of preliminary findings by the Commission as to facts essential to sustain its orders and in relying upon evidence from which the Commission failed to make such findings.

15. In finding and concluding that there was "substantial evidence to support such findings as were made" (page 28).

[fol. 2056] 16. In finding (page 16)

> "that the facts found by the Commission are supported by substantial evidence."

and in adopting such finding as the findings of the District Court.

17. In finding and concluding (page 30) that:

> "There was ample evidence on which the Commission found that the class rates in the various territories involved and the interterritorial class rates among those territories were on different levels within the existing classification as well as based upon differing classifications. The Commission found on substantial evidence many so-called primary facts, which need not be enumerated here but which appear in its report, showing transportation costs, composition of traffic, kinds of markets, natural resources, commodities produced or manufactured in the various territories and the parts thereof, and found preference, prejudice, and discrimination as above set forth."

18. In finding and concluding that the foregoing considerations sustained and rendered valid the ultimate findings and orders of the Commission.

19. In failing to decide that the Commission's orders, in so far as they would require an increase in the class

rates for transportation between points in Official territory, were invalid and should be set aside, annulled and enjoined because not supported by preliminary findings essential to sustain the Commission's ultimate findings and such orders and because there was no evidence before the Commission to justify such preliminary findings.

20. In finding and concluding (pages 29 and 30):

"For instance, it has been argued that there can be no increase in class rates in Official Territory unless there is first a so-called primary finding, supported by substantial evidence that the present rates are not [fol. 2057] compensatory. While that fact, if proved, would have been of much significance the failure to prove it and the consequent lack of a finding that present rates are confiscatory does not leave the Commission's finding that the rates are unlawful unsupported by substantial evidence. It weighed all the evidence and found that it tipped the scales in favor of its ultimate finding that the present rates were unlawful. That basic conclusion if supported sufficiently by other evidence, was enough to justify the exercise of the Commission's statutory power to alter the rates as needed to make them lawful for the future. Pennsylvania R. Co. v. United States, 323 U. S. 588; Chicago, B. & Q. R. R. v. United States, 60 F. Supp. 580; Scandrett v. United States, 32 F. Supp. 995, aff'd. 312 U. S. 661; Jefferson Island Salt Mining Co. v. United States, 6 F. (2) 315. We think enough was proved and found to warrant such basic conclusion."

21. In failing to decide that the Commission's orders, in so far as they would require a ten per cent increase in the class rates for transportation between points in Official territory embracing plaintiff states were arbitrary, invalid and unlawful because, although the Commission made a pro forma ultimate finding that the present class rates were less than minimum reasonable rates, there was no preliminary finding and no evidence that the present rates are not fully compensatory for this transportation or that the continued maintenance of these rates, which were prescribed a short time ago by the Commission as *maximum* reasonable rates, threatens or is likely to induce

a rate war or will otherwise destroy or impair the financial ability of any carrier to provide efficient transportation service, whereas there were findings and evidence that the present class rates for transportation within Official territory are highly profitable to the carriers in that territory for the transportation for which they are charged.

[fol. 2058] 22. In failing to decide that whereas the Commission attempted to rest its orders requiring a ten per cent increase in the class rates for transportation between points in Official territory upon an ultimate finding regarding the comparative rates of return of the carriers in the several territories upon their respective property investments, there was no preliminary finding and no evidence to support a finding that the relative rates of return of the carriers in the several territories were due to the levels of their class rates or that an increase in class rates would increase the rate of return of the railroads in Official territory.

23. In failing to decide that the Commission's orders requiring that the class rates for transportation between points in Official territory be increased ten per cent were arbitrary, unlawful and beyond the jurisdiction of the Commission in that they constitute an attempt to require the shippers and receivers of freight in Official territory to pay increased rates for the sake of bringing about uniformity of rates without thereby impairing the revenues of the railroads in other territories.

24. In failing to decide that to the extent that the Commission's orders rest upon an ultimate finding of undue prejudice and preference, in violation of Section 3 of the Interstate Commerece Act, or upon a purpose to bring about uniformity of freight charges, its orders are invalid because without support in any preliminary finding that the class rates are charged for the transportation of freight of the same kinds, or of freight of competing shippers in the several territories, because there is no evidence to support such preliminary findings, and because, on the contrary, the evidence shows and the commission found that while the class rates to be increased in Official territory are charged [fol. 2059] on a large volume of freight, there is little freight in the South and West or from those territories on which class rates are charged for the reason that the

railroads have established commodity or exception rates lower than the class rates.

25. In failing to decide that in so far as the Commission's orders would require an increase in the class rates for transportation within Official territory for the supposed purpose of removing undue prejudice and preference, in violation of Section 3, the orders are invalid because there is no finding and no evidence to justify a finding that the differences in the levels of the class rates for transportation between points within Official territory and for transportation from points in the South and West into Official territory represent or result in differences in the freight rates actually charged, or that the differences in levels of the class rates have been or are the cause of substantial or any injury to the South or West as "territories" or to shippers therein.

26. In failing to decide that in so far as the Commission's orders rest upon an ultimate finding of undue prejudice and preference in violation of Section 3 of the Interstate Commerce Act, they are invalid because there is no finding that the same carriers control or are responsible for the levels of the rates in the several territories.

27. In deciding:

> "Nor is the order erroneous because the carriers were not allowed any alternative method for the removal of the discriminations which make the present [fol. 2060] class rates unlawful. This was a rate order under Par. 3 in which an alternative must be provided as held in Texas & Pacific Ry. v. United States, supra." (page 34)

28. In failing to decide that in so far as the Commission's orders rest upon supposed relative costs of transportation, they are lacking in support in the evidence and in necessary preliminary findings because there is no evidence and the Commission made no finding as to the relative costs of transporting freight on which the class rates affected by its orders are charged in the several territories.

29. In failing to find that in so far as the Commission rested its orders upon the evidence and findings as to relative average costs of transportation in the several

territories, the orders are arbitrary, inconsistent and invalid in requiring a ten per cent increase of the class rates in Official territory for the purpose of equalizing such rates with the class rates in Western territory, since the Commission found and the evidence shows that the average costs of transportation are substantially less in Official territory than in Western territory.

30. In failing to decide that the Commission's orders requiring an increase in the present class rates in Official territory, which the evidence shows to be profitable, are inconsistent with and violate the requirements of Section 15a(2); that the Commission, in the exercise of its power to order just and reasonable rates shall "give due consideration to the need, in the public interest, of adequate and efficient railway transportation service at the lowest cost consistent with the furnishing of such service;"

[fol. 2061] 31. In finding (page 10):

> "The Commission also made findings as to the effect of the class rates on shippers in Southern Territory, the relative costs * * * of the traffic [if by that is intended the cost of transporting freight upon which class rates are charged] * * * and their effect on the economic development of that [Southern] territory."

and in finding (page 10):

> "Findings on similar or kindred subjects were made respecting the other territories and the interterritorial freight movement among them."

in that the Commission did not make findings as to the "effect" of the class rates on either shippers or territories.

32. In finding (page 10) with respect to the so-called Pocahontas lines that

> "the bulk of their freight, being coal, is quite different in respect to the means and cost of carriage from the kinds of freight which characterize the carriage elsewhere in the territory."

33. In upholding the Commission's orders in the absence of the preliminary finding and evidence previously dis-

cussed while at the same time finding or concluding (page 23):

> "It does not appear that the Commission has herein acted upon any assumption that the 1940 changes altered the basic principles governing its action."

34. In inconsistently concluding that the Commission's interpretation of the statute as described by the Court, which represents a radical departure from previously established and recognized principles, "is supported by the legislative history" (page 24).

[fol. 2062] 35. In inconsistently deciding further (page 26):

> "We think Par. 3(1) as thus amended does add new factors to be taken into account by the Commission in determining, under the old and well recognized principles which were before guides to decision in such matters, whether existing rates are unlawful. These new factors are whether such rates are unjustly preferential, prejudicial and discriminatory as between regions, districts or territories; and, in our opinion, Par. 3(1) now empowers the Commission to find such rates unlawful even though they would have been lawful in the light of all relevant considerations before the amendment."

36. In deciding that the Commission's orders are lawful notwithstanding, as found by the Court (page 26) that:

> "We may, indeed, take it for granted that they [class rates] were lawful previous to the amendment since they had been in the main the result of comparatively recent investigations and orders of the Commission."

37. In failing to decide that the Commission's orders were invalid and beyond the authority of the Commission as an attempt under the guise of regulating rates to regulate economic and industrial conditions and influence the location of business.

38. In deciding that whether the Commission's orders

> "are the result of political agitation having for its ultimate object the dislocation of industry from Official

territory and its establishment in the other territories, principally in the Southern"

which the Court found "does appear plausible", is not within the bounds of judicial cognizance (page 31).

[fol. 2063] 39. In not taking judicial notice of the changed conditions caused by the war and reconversion, and in failing to conclude, in the light of such changed conditions, that the Commission's orders, which are to take effect in the post-war period, are invalid because based upon an obsolete record.

40. In deciding that (page 34):

"The denial by the Commission of the application to reopen the proceedings and receive additional evidence especially as to conditions subsequent to 1939 was not an abuse of its discretion."

Wherefore petitioners pray that the order and decree of the District Court, entered May 27, 1946, in so far as it dismissed plaintiffs' petitions herein, be reversed; and petitioners pray for such other relief as in the premises may be proper.

Respectfully submitted, Nathaniel L. Goldstein, Attorney General, Albany, New York; Parker McCollester, Frank J. Clark, Special Assistant Attorneys General, 25 Broadway, New York 4, N. Y., for Plaintiff The State of New York; Clair John Killoran, Attorney General, Wilmington, Delaware, for Plaintiff The State of Delaware; James A. Emmert, Attorney General, Indianapolis, Indiana, for Plaintiff The State of Indiana; William [fol. 2064] Curran, Attorney General; Paul Hammond, Deputy Attorney General, Baltimore, Maryland, for Plaintiff The State of Maryland; John R. Dethmers, Attorney General; James W. Williams, Assistant Attorney General, Lansing, Michigan, for Plaintiff The State of Michigan; Walter D. Van Riper, Attorney General; Robert Peacock, Deputy Attorney General, Trenton, New Jersey, for Plaintiff The State of New Jersey; Hugh S. Jenkins, Attorney General; Kenneth L. Sater, Special Counsel, Columbus, Ohio, for Plaintiff The

State of Ohio; John Martin, Attorney General; Hugh T. Ferguson, Assistant Attorney General, Madison, Wisconsin, for Plaintiff The State of Wisconsin; James H. Duff, Attorney General; E. A. DeLaney, Deputy Attorney General, Harrisburg, Pennsylvania, for Plaintiff The Commonwealth of Pennsylvania.

[fol. 2065] IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF NEW YORK

Civil No. 2311

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, Michigan, New Jersey, Ohio, Wisconsin, and The Commonwealth of Pennsylvania, Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant

Civil No. 2337

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, et al., Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant

Civil No. 2337

ORDER ALLOWING APPEAL—Filed June 25, 1946

In the above consolidated causes the States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin, and the Commonwealth of Pennsylvania, plaintiffs in Civil No. 2311, and the States of New York and Ohio, intervening plaintiffs in Civil No. 2337, having made and filed their petition praying for the allowance of an appeal to the Supreme Court of the United States from so much of the final decree and order of this Court entered on the 27th day of May, 1946, as dismisses the petition of the plaintiffs in the above entitled consolidated causes and having also made and filed their assignment of errors and prayer for reversal and statement of jurisdiction and having, in all

respects, conformed to the statutes and rules of court in such cases made and provided,

[fol. 2066] It Is Therefore Ordered and Adjudged that the appeal be and the same is hereby allowed as prayed for, and

It Is Further Ordered that a certified transcript of the record, proceedings and documents upon which said final decree and order were based be transmitted to the Supreme Court of the United States under the rules of the Supreme Court in such cases made and provided, and

It Is Further Ordered that a citation issue returnable within forty (40) days from the date hereof, and

It Is Further Ordered that the said petitioners or any one or more of them give bond as security for costs on appeal in the sum of Five Hundred Dollars ($500.00).

Stephen W. Brennan, United States District Judge.

June 25, 1946.

[fols. 2067-2068] Citation in usual form, filed June 25, 1946, omitted in printing.

[fols. 2069-2175] Bond on appeal for $500.00, approved and filed June 25, 1946, omitted in printing.

[fol. 2176] In the District Court of the United States

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

Petition for Appeal—Filed June 25, 1946

Now come your petitioners, The Honorable Horace A. Hildreth, Governor of the State of Maine; The Honorable Charles M. Dale, Governor of the State of New Hampshire; The Honorable Mortimer R. Proctor, Governor of the State of Vermont; The Honorable Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; The Honorable

John O. Pastore, Governor of the State of Rhode Island; and The Honorable Raymond E. Baldwin, Governor of the State of Connecticut (hereinafter called your petitioners), interveners in each of the above entitled consolidated proceedings, and considering themselves aggrieved by that portion of the final decre and order of the District Court of the United States for the Northern District of New York made and entered herein on May 27, 1946, and entitled —Final Decree and Order Continuing Interlocutory Injunction—which dismissed the petitions of the plaintiffs in [fol. 2177] said proceedings, hereby pray that an appeal be allowed to the Supreme Court of the United States herein, and for an order fixing the amount of the bond for costs thereon.

Pursuant to paragraph 1 of Rule 12 of the Rules of the Supreme Court of the United States, your petitioners present to this Court herewith a statement disclosing the basis upon which the Supreme Court of the United States has jurisdiction upon appeal to review said final decree and order.

The particulars wherein your petitioners consider said final decree and order erroneous are set forth in the Assignment of Erors and Prayer for Reversal filed herewith.

Wherefore, your petitioners pray that their appeal to the Supreme Court of the United States may be allowed and a citation be issued as provided by law, and that a transcript of the record, proceedings and documents upon which said decree and order was based, duly authenticated, be transmitted to the Supreme Court of the United States under the rules of said Court in such cases made and provided.

Henry E. Foley, Counsel for the Honorable Horace A. Hildreth, Governor of the State of Maine; the Honorable Charles M. Dale, Governor of the State of New Hampshire; the Honorable Mortimer R. Proctor, Governor of the State of Vermont; the Honorable Maurice J. Tobin, Governor of the Commonwealth of Massachusetts; the Honorable John O. Pastore, Governor of the State of Rhode Island; and the Honorable Raymond E. Baldwin, Governor of the State of Connecticut.

Dated June 25, 1946.

[fol. 2178] IN THE DISTRICT COURT OF THE UNITED STATES

Civil Action No. 2311

[Title omitted]

Civil Action No. 2337

[Title omitted]

ASSIGNMENT OF ERRORS AND PRAYER FOR REVERSAL—Filed June 25, 1946

The Honorable Horace A. Hildreth, Governor of the State of Maine; The Honorable Charles M. Dale, Governor of the State of New Hampshire; The Honorable Mortimer R. Proctor, Governor of the State of Vermont; The Honorable Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; The Honorable John O. Pastore, Governor of the State of Rhode Island; and The Honorable Raymond E. Baldwin, Governor of the State of Connecticut (hereinafter called your petitioners), interveners in the above-entitled consolidated proceedings, in connection with their petition for appeal to the Supreme Court of the United States from a portion of the final decree and order entitled —Final Decree and Order Continuing Interlocutory Injunction—made and entered in said proceedings on May 27, 1946 by the District Court of the United States for the Northern District of New York (hereinafter called the Dis-
[fol. 2179] trict Court), hereby assign error to the record and proceedings herein and to the entry of that portion of said final decree and order which dismissed the petitions of the plaintiffs in said proceedings and state that, in the entry of said final decree and order said District Court committed error to the prejudice of your petitioners in the following particulars:

1. The District Court erred in dismissing the petitions of the plaintiffs in said proceedings.

2. The District Court erred in ruling that the ad interim order of the Interstate Commerce Commission (hereinafter called the Commission) entered May 15, 1945, as amended by the order of the Commission entered October 30, 1945, in the proceeding entitled—Class Rate Investigation, 1939 —and numbered 28,300 in the dockets of the Commission

(said order entered May 15, 1945, as so amended, being hereinafter called the order of the Commission), is lawful and valid.

3. The District Court erred in holding

> "that the Commission correctly decided that the ad interim order under review was within the scope of its statutory power." (P. 27)

4. The District Court erred in failing to rule that the order of the Commission, in so far as it directed an increase in Official Territory intraterritorial class rates, is unlawful and invalid (a) in that such order lacks the support of necessary and adequate preliminary findings of fact, (b) in that the subsidiary findings of fact which the Commission has made are contrary to the ultimate conclusions of the Commission and preclude the making of the preliminary findings of fact which would be necessary to support the order of the Commission, and (c) in that the evidence would not have permitted or supported the making of such necessary and adequate preliminary findings of fact.

[fol. 2180] 5. The District Court erred in ruling implicitly, (a) that the lack of adequate and necessary preliminary findings does not render the order of the Commission invalid, and (b) that the only test of the validity of said order is whether it is supported by substantial evidence.

6. The District Court erred in finding that the facts found by the Commission are supported by substantial evidence, in adopting such findings of fact as findings of the District Court, and in finding that there was substantial evidence to support such findings as the Commission made.

7. The District Court erred in failing to rule that the order of the Commission, in so far as it directs an increase in Official Territory intraterritorial class rates, which the evidence and the preliminary findings of the Commission show to be profitable, is inconsistent with and violative of Section 15a (2) of the Interstate Commerce Act, which requires the Commission, in determining just and reasonable rates, to give due consideration to the need, in the public interest of adequate and efficient railway transportation service at the lowest cost consistent with the furnishing of such service.

8. The District Court erred in failing to rule that the order of the Commission, in so far as it directs an increase in Official Territory intraterritorial class rates, cannot be sustained as a valid order remedying a Section 1 violation.

9. The District Court erred in ruling that it might not properly set aside an order of the Commission requiring increases in rates which are within the so-called zone of reasonableness between reasonable minimum and reasonable maximum rates.

10. The District Court erred in failing to rule that the [fol. 2181] Commission's finding that intraterritorial class rates within Official Territory are unjust and unreasonable in violation of Sections 1 (4) and 1 (5) of the Interstate Commerce Act is not a valid and proper finding, but a mere conclusion which not only is lacking the support of necessary and adequate preliminary findings but is in fact inconsistent with and contrary to the findings which the Commission has made and to the evidence before the Commission.

11. The District Court erred in failing to rule that a finding that rates are unjustly and unreasonably low, in violation of Section 1 of the Act, must, to be valid, be based upon a subsidiary finding, supported by evidence, either that such rates are noncompensatory and so low as to burden other traffic, or that the continuance of such rates will be likely to result in a rate war or otherwise be harmful, from a revenue standpoint, to the carrier publishing the rates or to other and competing carriers.

12. The District Court erred in failing to rule that an order of the Commission, directing increases in rates by reason of a conclusion of a violation of Section 1 of the Act, must be based not only upon a valid finding that such rates are unjustly and unreasonably low but also upon a finding, supported by evidence, that rates lower than the rates required to be established pursuant to the Commission's order either would be noncompensatory and so low as to burden other traffic or would be likely to result in a rate war or otherwise be harmful, from a revenue standpoint, to the carrier publishing the rates or to other and competing carriers.

13. The District Court erred in failing to find that the Commission has not made, and that the evidence would

[fol. 2182] not support any of the preliminary findings of fact required to support a finding that Official Territory intraterritorial class rates are unjustly and unreasonably low in violation of Section 1 of the Act, but that it has, on the contrary, made particular findings of fact which are inconsistent with and contrary to its ultimate finding as aforesaid.

14. The District Court erred in failing to rule that the order of the Commission, in so far as it directs an increase in Official Territory intraterritorial class rates, cannot be sustained as a valid order remedying a Section 3 violation.

15. The District Court erred in failing to rule that the provisions of the Transportation Act of 1940 effect no change in the substantive law with respect to the elements of proof of undue preference and prejudice, and that preliminary findings of fact which were essential to the validity of an ultimate finding of undue preference of and prejudice against an entity entitled to protection against prejudice, prior to the enactment of said 1940 Act, continue to be essential to the validity of such an ultimate finding.

16. The District Court erred in ruling that the absence of the preliminary findings which the Court finds to have been held essential to be proved to establish a basis for findings of preference or prejudice or discrimination as to rates before the 1940 amendment of Section 3(1) of the Act, does not now invalidate a finding of preference and prejudice.

17. The District Court erred in failing to rule that the Commission's finding that Official Territory intraterritorial class rates and class rates into Official Territory from other territories are unduly preferential of Official Territory as a whole and of the shippers and receivers of freight located therein and unduly prejudicial to Southern, Southwestern and Western Territories as a whole and [fol. 2183] shippers and receivers of freight located therein, in violation of Section 3 of the Act, is not a valid and proper finding, but a mere conclusion which not only is lacking the support of adequate preliminary findings, but is in fact inconsistent with and contrary to the findings

which the Commission has made and is not supported by the evidence.

18. The District Court erred in failing to rule that the order of the Commission is invalid and unlawful, in so far as it rests upon the Commission's ultimate finding of undue preference and prejudice (a) in that such an ultimate finding must be based upon a preliminary finding that the allegedly unlawful rates are charged on the same types of freight or the freight of competing shippers, (b) in that the Commission has not made, and the evidence will not support such a finding and (c) in that other preliminary findings which the Commission has made preclude the making of such preliminary finding which is necessary to the validity of its ultimate finding and therefore its order.

19. The District Court erred in failing to rule that the order of the Commission is invalid and unlawful, in so far as it rests upon the Commission's ultimate finding of undue preference and prejudice (a) in that such an ultimate finding must be based upon a preliminary finding that injury results or will result to the allegedly prejudiced territories or the shippers and receivers of freight therein, by reason of the continued maintenance of the allegedly unlawful rates, (b) in that the Commission has not made, and the evidence will not support such a finding and (c) in that other preliminary findings which the Commission has made preclude the making of such preliminary finding which is necessary to the validity of its ultimate finding and therefore its order.

[fol. 2184] 20. The District Court erred in failing to rule that the order of the Commission is invalid and unlawful, in so far as it rests upon the Commission's ultimate finding of undue preference and prejudice arising from lack of territorial class rate uniformity (a) in that such an ultimate finding must be based upon a preliminary finding that transportation conditions do not justify any differences between said allegedly unlawful rates, (b) in that the Commission has not made, and the evidence will not support such a finding and (c) in that other preliminary findings which the Commission has made preclude the making of such preliminary finding which is necessary to the validity of its ultimate finding and therefore its order.

21. The District Court erred in ruling that the Commission's order is not improper and beyond the power and authority of the Commission because of the failure of the order to afford the carriers alternative methods of removing the allegedly found discrimination.

Wherefore, your petitioners pray that said final decree and order of the District Court entered May 27, 1946, in so far as it dismissed the petitions of the plaintiffs in said above-entitled proceedings be reversed, and for such other and appropriate further relief as to the Court may seem just and proper.

Henry E. Foley, Counsel for The Honorable Horace A. Hildreth, Governor of the State of Maine; The Honorable Charles M. Dale, Governor of the State of New Hampshire; The Honorable Mortimer R. Proctor, Governor of the State of Vermont; The Honorable Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; The Honorable John O. Pastore, Governor of the State of Rhode Island; and The Honorable Raymond E. Baldwin, Governor of the State of Connecticut.

Dated: June 25, 1946.

[fol. 2185] IN THE DISTRICT COURT OF THE UNITED STATES
FOR THE NORTHERN DISTRICT OF NEW YORK

Civil Action No. 2311

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, MICHIGAN, NEW JERSEY, OHIO, WISCONSIN, AND THE COMMONWEALTH OF PENNSYLVANIA, Plaintiffs,

vs.

THE UNITED STATES OF AMERICA, Defendant

Civil Action No. 2337

THE ATCHISON, TOPEKA & SANTA FE RAILWAY CO., et al., Plaintiffs,

vs.

THE UNITED STATES OF AMERICA, Defendant

ORDER ALLOWING APPEAL—Filed June 25, 1946

The appellants, The Honorable Horace A. Hildreth, Governor of the State of Maine; The Honorable Charles M. Dale, Governor of the State of New Hampshire; The Honorable Mortimer R. Proctor, Governor of the State of Vermont; The Honorable Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; The Honorable John O. Pastore, Governor of the State of Rhode Island; and The Honorable Raymond E. Baldwin, Governor of the State of Connecticut, having filed herein their petition praying for the allowance of an appeal in the above-entitled consolidated proceedings to the Supreme Court of the United States from that portion of the decree made and entered herein on May 27, 1946, which dismisses the petitions of the plaintiffs in said proceedings, and having also made and filed herein their assignment of errors and prayer for reversal, and statement of jurisdiction, pursuant [fol. 2186] to the statutes and rules of the Supreme Court of the United States in such case made and provided;

It is ordered and adjudged that an appeal be, and the same is hereby, allowed as prayed for to the Supreme Court of the United States from this Court in said proceedings, as provided by law, and

It is further ordered that the Clerk of this Court prepare and certify a transcript of the record, proceedings, and decree in said proceedings and transmit the same to the Supreme Court of the United States under the rules of the Supreme Court in such cases made and provided; and

It is further ordered that a citation issue returnable within forty (40) days from the date hereof; and

It is further ordered that said petitioners or any of them give bond as security for costs on appeal in the sum of $500.00.

Stephen W. Brennan, United States District Judge.

Dated: June 25, 1946.

[fols. 2187-2188] Citation in usual form, filed June 25, 1946, omitted in printing.

[fols. 2189-2268] Bond on appeal for $500.00, approved and filed June 25, 1946, omitted in printing.

[fol. 2269] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

PETITION OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, et al., FOR APPEAL TO THE SUPREME COURT OF THE UNITED STATES—Filed June 25, 1946

To the Honorable Stephen W. Brennan, District Judge:

Now come The Atchison, Topeka and Santa Fe Railway Company; Beaver, Meade and Englewood Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railway Company; Chicago, Milwaukee, St. Paul and Pacific Railroad Company; Chicago and North Western Railway Company; The Chicago, Rock Island and Pacific Railway Company, and Joseph B. Fleming and Aaron Colnon, Trustees of The Chicago, Rock Island and Pacific Railway Company, Combined; Chicago,

Saint Paul, Minneapolis and Omaha Railway Company; The Colorado and Southern Railway Company; The Den[fol. 2270]ver and Rio Grande Western Railroad Company; The Duluth, South Shore and Atlantic Railway Company; Elgin, Joliet & Eastern Railway Company; Fort Dodge, Des Moines & Southern Railway Company; Fort Worth and Denver City Railway Company; Great Northern Railway Company; Green Bay and Western Railroad Company; Gulf, Colorado and Santa Fe Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company; Missouri and Arkansas Railway Company; Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Guy A. Thompson, Trustee, Missouri Pacific Railroad Company, Debtor; Northern Pacific Railway Company; Panhandle and Santa Fe Railway Company; St. Louis Southwestern Railway Company; Southern Pacific Company; Texas and New Orleans Railroad Company; The Texas and Pacific Railway Company; Union Pacific Railroad Company; and The Wichita Valley Railway Company, plaintiffs in Civil No. 2337 and intervenors in Civil No. 2311 of the above entitled consolidated causes, and considering themselves aggrieved by the final decree and order of this Court, entered herein on the 27th day of May, 1946, hereby pray an appeal to the Supreme Court of the United States from so much of the said final decree and order as dismissed the petitions of The Atchison, Topeka and Santa Fe Railway Company, et al., in each of the above entitled consolidated causes.

Pursuant to paragraph 1 of rule 12 of the Rules of the Supreme Court of the United States, The Atchison, Topeka and Santa Fe Railway Company, et al., present to this Court herewith a statement showing the basis of jurisdiction of the Supreme Court of the United States to review the said final decree and order.

[fol. 2271] The particulars wherein The Atchison, Topeka and Santa Fe Railway Company, et al., consider the final decree and order erroneous are set forth in the Assignment of Errors and Prayer for Reversal filed herewith.

Wherefore, the said The Atchison, Topeka and Santa Fe Railway Company, et al., pray that their appeal to the Supreme Court of the United States may be allowed and a citation be issued as provided by law, and that a transcript

of the record, proceedings and documents upon which said decree and order was based, duly authenticated, be transmitted to the Supreme Court of the United States under the rules of said Court in such cases made and provided.

H. C. Barron, C. W. Feddis, James G. Blaine, H. E. Boe, P. F. Gault, J. A. Gillen, R. G. Hagman, Toll [fol. 2272] R. Ware, G. H. Muckley, Conrad Olson, F. J. Melia, Carson L. Taylor, Robert Thompson, Douglas F. Smith, D. Robert Thomas, Jr., Attorneys for Plaintiffs.

Sidley, Austin, Burgess & Harper, 11 South LaSalle Street, Chicago, Illinois.

Ferris, Burgess, Hughes & Dorrance, First National Bank Building, Utica, New York, Of Counsel.

Dated: June 25th, 1946.

[fol. 2273] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

ASSIGNMENT OF ERRORS AND PRAYER FOR REVERSAL—Filed June 25, 1946

The Atchison, Topeka and Santa Fe Railway Company; Beaver, Meade and Englewood Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railway Company; Chicago, Milwaukee, St. Paul and Pacific Railroad Company; Chicago and North Western Railway Company; The Chicago, Rock Island and Pacific Railway Company, and Joseph B. Fleming and Aaron Colnon, Trustees of The Chicago, Rock Island and Pacific Railway Company; Combined; Chicago, Saint Paul, Minneapolis and Omaha Railway Company; The Colorado and Southern Railway Company; The Denver and Rio Grande Western Railroad Company; The Duluth, South Shore and Atlantic Railway Company; Elgin, Joliet & [fol. 2274] Eastern Railway Company; Fort Dodge, Des

Moines & Southern Railway Company; Fort Worth and Denver City Railway Company; Great Northern Railway Company; Green Bay and Western Railroad Company; Gulf, Colorado and Santa Fe Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company; Missouri and Arkansas Railway Company; Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Guy A. Thompson, Trustee, Missouri Pacific Railroad Company, Debtor; Northern Pacific Railway Company; Panhandle and Santa Fe Railway Company; St. Louis Southwestern Railway Company; Southern Pacific Company; Texas and New Orleans Railroad Company; The Texas and Pacific Railway Company; Union Pacific Railroad Company; The Wichita Valley Railway Company, intervenors in Civil No. 2311, and plaintiffs in Civil No. 2337, entitled above, in connection with their petition for an appeal to the Supreme Court of the United States, hereby assign error to the record and proceedings and to the entry of so much of the final decree and order of the said District Court entered on May 27, 1946, in the said consolidated causes as dismissed the petitions of the plaintiffs herein, and say that in the entry of the said final decree and order the said District Court committed error to the prejudice of the said The Atchison, Topeka and Santa Fe Railway Company, et al., in the following particulars:

1. The District Court erred in dismissing the petition of The Atchison, Topeka and Santa Fe Railway Company, et al., in Civil No. 2337 and the intervening petition of The Atchison, Topeka and Santa Fe Railway Company, et al., in Civil No. 2311.

2. The District Court erred in failing to set aside and [fol. 2275] perpetually enjoin the enforcement of the order of the Interstate Commerce Commission dated May 15, 1945, as amended, and the order of the Commission dated October 30, 1945, in *Class Rate Investigation*, 1939, Docket No. 28300 on the Commission's docket.

3. The District Court erred in failing to set aside said orders of the Commission on the ground that said orders are not adequately supported by evidence.

4. The District Court erred in failing to set aside said orders of the Commission on the ground that said orders are not adequately supported by findings of the Commission.

5. The District Court erred in failing to hold that the said orders of the Commission were arbitrary and without support in the evidence before the Commission and without support of adequate findings by the Commission.

6. The District Court erred in failing to find that the said orders were invalid on the ground that the Commission, in making its finding that all interstate class rates throughout the nation east of the Rocky Mountains were unlawful, had arbitrarily disregarded the evidence and its own findings to the effect that the costs of transporting such traffic in Western Trunk Line and Southwestern territories were and are far higher in those territories than in Official Territory, Illinois Territory, or Southern Territory, and to the effect that the traffic and transportation conditions in the several rate territories involved are substantially different, one from the other, and because such different conditions prove the legality of the present rates and render unlawful the said orders of the Commission.

[fol. 2276] 7. The District Court erred in failing to find that the said orders were invalid on the ground that the Commission, in holding that the relation between interterritorial class rates from points in Western Trunk Line and Southwestern Territories to points in Official Territory and Illinois Territory and the intraterritorial class rates in Official Territory and Illinois Territory is unlawful, had arbitrarily disregarded the evidence and its own findings to the effect that the costs of transporting such interterritorial traffic were and are substantially higher than the costs of transporting such intraterritorial traffic, and that all the governing traffic and transportation conditions in the several territories were and are substantially unlike.

8. The Court erred in failing to find that the said orders were invalid on the ground that the Commission had arbitrarily disregarded the evidence and its own preliminary findings that the long-established differences in class rates in Official and Illinois Territories, and in Western Trunk Line and Southwestern Territories were and are

justified, under the recognized principles of rate making, by the differences in costs of transportation, composition and consist of traffic, density of traffic, and the revenue needs of the carriers.

9. The District Court erred in failing to hold that the said orders were invalid on the ground that the Commission had misconstrued the Interstate Commerce Act and the Transportation Act of 1940, including the so-called Ramspeck Resolution contained therein, and had based its said orders upon such mistake of law.

10. The District Court erred in failing to hold that the said orders were invalid on the ground that the Commission had misconstrued the Transportation Act of 1940, [fol. 2277] including the so-called Ramspeck Resolution contained therein, to be a mandate and authority to the Commission to establish uniform freight rates in the several rate territories notwithstanding substantial differences in the governing traffic and transportation conditions in the several territories, including the substantial differences found by the Commission in costs of transportation, composition and consist of traffic, density of traffic, and revenue needs of the carriers.

11. The District Court erred in failing to hold that the said orders were invalid on the ground that the Commission had misconstrued the Transportation Act of 1940 as making unlawful the class rates which were prescribed by the Commission itself prior to the enactment of that Act and which were lawful prior to the enactment of that Act.

12. The District Court erred in holding that the class rates which it found "were lawful previous to the amendment since they had been in the main the result of comparatively recent investigations and orders of the Commission" were made unlawful by the amendment to Section 3(1) of the Interstate Commerce Act (49 U.S.C.A. Sec. 3(1)) contained in the Transportation Act of 1940, and in holding that the said amendment empowered the Commission to find such rates unlawful.

13. The District Court erred in failing to hold that the Commission had acted arbitrarily in finding the class rates to be unjust and unreasonable under Section 1(4) and Section 1(5)(a) of the Interstate Commerce Act notwithstand-

ing (a) that the Commission itself had prescribed such rates, (b) that such rates were lawful and held by the District Court to be lawful prior to the Transportation Act of 1940, (c) that there had been no intervening change in said Section 1(4) and Section 1(5)(a), and (d) that there was no evidence and no finding of any intervening change in transportation conditions of such a nature as to support a finding that the said rates are unjust or unreasonable.

[fol. 2278] 14. The District Court erred in holding the said orders to be valid because the Commission had found facts to give a formal basis for the orders despite the finding by the District Court that the probable import of the orders was "to try to equalize clearly inherently unequal business conditions, not due to existing freight rates in the various territories or any regions or districts therein, by manipulating rates."

15. The District Court erred in holding that the statutory control over rates which has been confided to the Commission is sufficiently comprehensive to empower the Commission to hold rates unlawful solely because of the different levels of such rates, and despite substantial differences in transportation costs and other factors which constitute the lawful and governing standards of rate making.

16. The District Court erred in failing to hold that the class rates prescribed in the Commission's orders for less-than-carload traffic in Western Trunk Line and Southwestern Territories would be confiscatory in violation of the Fifth Amendment to the Constitution of the United States.

17. The District Court erred in holding that the class rates prescribed by the Commission for less-than-carload traffic in Western Trunk Line and Southwestern Territories should be placed in effect for a trial period notwithstanding the fact that the undisputed evidence before the Court proved such rates to be confiscatory in violation of the Fifth Amendment to the Constitution of the United States.

18. The District Court erred in adopting the facts found by the Commission as "ultimate findings" of the Commission and the facts found by the Commission in Part III of its report dated May 15, 1945 in its Docket No. 28300. (262 I. C. C. at 702-706)

[fol. 2279] 19. The District Court erred in failing to hold that the facts found by the Commission as ultimate findings of the Commission and the facts found by the Commission in Part III of its said report (262 I. C. C. at 702-706) were not adequately supported by evidence before the Commission.

20. The District Court erred in failing to hold that the said orders were invalid on the ground that the said orders did not leave the respondent carriers the alternative of removing any discrimination found to exist by increasing the rates found to be preferential or by decreasing the rates found to be prejudicial.

21. The District Court erred in failing to hold that the Commission's orders were invalid under Section 3(1) of the Interstate Commerce Act (49 U. S. C. A., Sec. 3(1)), on the ground that none of the carriers involved in the alleged discrimination has any common control over the interterritorial class rates from Western Trunk Line and Southwestern Territories into Official and Illinois Territories, and the intraterritorial class rates in Official and Illinois Territories.

Wherefore, the said The Atchison, Topeka and Santa Fe Railway Company, et al, respectfully pray that so much of the said final decree and order of the District Court entered May 27, 1946, as dismissed the said petitions of The Atchison, Topeka and Santa Fe Railway Company, et al, in the above entitled consolidated causes be reversed, and for such other and appropriate relief as to the Court may seem just and proper.

[fol. 2280] H. C. Barron, C. W. Feddis, James G. Blaine, H. E. Boe, P. F. Gault, J. A. Gillen, R. G. Hagman, Toll R. Ware, G. H. Muckley, Conrad Olson, F. J. Melia, Carson L. Taylor, Robert Thompson, Douglas F. Smith, D. Robert Thomas, Jr., Attorneys for Plaintiffs.

Sidley, Austin, Burgess & Harper, 11 South LaSalle Street, Chicago 3, Illinois. Ferris, Burgess, Hughes & Dorrance, First National Bank Building, Utica, New York, of Counsel.

Dated: June 25th, 1946.

[fol. 2281] IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF NEW YORK

Civil No. 2311

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, Michigan, New Jersey, Ohio, Wisconsin, and The Commonwealth of Pennsylvania, Plaintiffs,

vs.

THE UNITED STATES OF AMERICA, Defendant

Civil No. 2337

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, et al., Plaintiffs,

vs.

THE UNITED STATES OF AMERICA, Defendant

ORDER ALLOWING APPEAL—Filed June 25, 1946

In the above-entitled consolidated causes, The Atchison, Topeka and Santa Fe Railway Company, Beaver, Meade and Englewood Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railway Company; Chicago, Milwaukee, St. Paul and Pacific Railroad Company; Chicago and North Western Railway Company; The Chicago, Rock Island and Pacific Railway Company, and Joseph B. Fleming and Aaron Colnon, Trustees of The Chicago, Rock Island and Pacific Ralway Company, Combined; Chicago, Saint Paul, Minneapolis and Omaha Railway Company; The Colorado and Southern Railway Company; The Denver and Rio Grande Western Railroad Company; The Duluth, South Shore and Atlantic Railway Company; Elgin, Joliet & Eastern Railway Company; Fort Dodge, Des Moines & Southern [fol. 2282] Railway Company; Fort Worth and Denver City Railway Company; Great Northern Railway Company; Green Bay and Western Railroad Company; Gulf, Colorado and Sante Fe Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company; Missouri and Arkansas Railway Company;

Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Guy A. Thompson, Trustee, Missouri Pacific Railroad Company, Debtor; Northern Pacific Railway Company; Panhandle and Santa Fe Railway Company; St. Louis Southwestern Railway Company; Southern Pacific Company; Texas and New Orleans Railroad Company; The Texas and Pacific Railway Company; Union Pacific Railroad Company; and The Wichita Valley Railway Company having made and filed their petition praying an appeal to the Supreme Court of the United States from so much of the final decree and order of this Court entered on the 27th day of May, 1946, as dismissed the petitions of The Atchison, Topeka and Santa Fe Railway Company, et al., in the above-entitled consolidated causes, and having also made and filed their assignment of errors and prayer for reversal, and statement of jurisdiction, and having in all respects conformed to the statutes and rules of court in such cases made and provided.

It is therefore ordered and adjudged that the appeal be and the same is hereby allowed as prayed for; and

It is further ordered that a certified transcript of the record, proceedings and documents upon which said final [fol. 2283] decree and order was based be transmitted to the Supreme Court of the United States under the rules of the Supreme Court in such cases made and provided; and

It is further ordered that a citation issue returnable within forty (40) days from the date hereof; and

It is further ordered that the said The Atchison, Topeka and Santa Fe Railway Company, et al., give bond as security for costs on appeal in the sum of $500.00.

Stephen W. Brennan, United States District Judge.

Dated: June 25th, 1946.

[fols.2284-2286] Citation in usual form, filed June 25, 1946, omitted in printing.

[fols. 2287-2711] Bond on appeal for $500.00, approved and filed June 25, 1946, omitted in printing.

[fol. 2712] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

JOINT PRAECIPE OF APPELLANTS IN ABOVE CAUSES FOR TRANSCRIPT OF RECORD—Filed July 13, 1946

To the Clerk of the above-named Court:

You are hereby requested to prepare a transcript of the record in the above-entitled consolidated causes to be filed in the Supreme Court of the United States pursuant to the three appeals allowed therein on June 25, 1946, this single praecipe being filed on behalf of all of the appellants jointly in connection with their several appeals, and to include in such transcript of record the following, to wit:

1. Petition of plaintiffs, States of New York, Delaware, et al., in Civil No. 2311, filed November 29, and Exhibits [fol. 2713] 1 to 13, inclusive, attached thereto.

2. Order of Judge Stephen W. Brennan, filed December 5, 1945, calling to his assistance Honorable Harrie B. Chase, a Judge of the United States Circuit Court of Appeals, and Honorable John C. Knox, a Judge of the United States District Court, to constitute a special court to hear the cause.

3. Order to show cause, signed by Judge Stephen W. Brennan and filed December 6, 1945.

4. Order granting Chicago and North Western Railway Company, et al., leave to intervene in Civil No. 2311, filed November 29, 1945.

5. Amended petition of Chicago and North Western Railway Company, et al., for leave to intervene in Civil No. 2311, filed January 24, 1946.

6. Petition of States of Kansas, Oklahoma, et al., for leave to intervene in Civil No. 2311, filed December 10, 1945.

7. Acknowledgment by Interstate Commerce Commission, filed December 10, 1945, of service of order to show cause.

8. Motion and application of States of Alabama, Georgia, et al., and of Southern Governors' Committee for leave to intervene in Civil No. 2311, filed December 12, 1945.

9. Intervention of Interstate Commerce Commission in Civil No. 2311, filed December 12, 1945.

10. Petition of New England Governors for leave to intervene in Civil No. 2311, filed December 13, 1945.

11. Affidavits of the following, filed December 13, 1945: [fol. 2714] Floyd Chalfont, Gerrish Gassaway, Walter W. Bacon, George Mace, Mark A. Daly, M. P. Catherwood, Thomas E. Dewey, Charles E. Bell, Parker McCollester, H. C. Barron, Ford K. Edwards, Harvey P. Schneider, Glenn F. Vivian, Raymond E. Baldwin, C. H. Bartels, Ora M. Enyart, William L. Fogleson, Maurice D. Collins, Elliott S. Moore, Cooper C. Clifton and O. F. Heslar.

12. Affidavits on behalf of State of New Jersey, filed December 13, 1945.

13. Affidavits, filed December 15, 1945, of J. W. Bastore, Robert L. Moulton, Maurice F. Otts and Andrew H. Brown.

14. Acknowledgment by United States of service of order to show cause, filed December 15, 1945.

15. Interlocutory injunction granted in Civil No. 2311, filed December 21, 1945, with findings of fact and conclusions of law.

16. Stipulation of plaintiffs in Civil No. 2311 for payment of costs.

17. Answer of Interstate Commerce Commission in Civil No. 2311, filed January 12, 1946.

18. Answer of States of Alabama, Florida, Georgia, et al., and of Southern Governors' Conference, in Civil No. 2311, filed January 14, 1946.

19. Petition of State of Minnesota for leave to intervene in Civil No. 2311, filed January 18, 1946.

20. Answer of United States in Civil No. 2311, filed January 30, 1946.

21. Answer of States of Arkansas, Kansas, et al., in Civil No. 2311, filed February 9, 1946.

22. Answer of State of Minnesota in Civil No. 2311, filed February 13, 1946.

23. Petition of Southeastern Association of Railroad and Utilities Commissioners for leave to intervene in [fol. 2715] Civil No. 2311, filed February 18, 1946.

24. Answer of Southeastern Association of Railroad and Utilities Commissioners in Civil No. 2311, filed February 18, 1946.

25. Petition of The Atchison, Topeka and Santa Fe Railway Company, et al., plaintiffs in Civil No. 2337, and exhibits 1 to 8, inclusive, attached thereto, filed February 1, 1946.

26. Order establishing special court in Civil No. 2337, filed February 4, 1946.

27. Order, filed February 18, 1946, allowing oral motion of The Atchison, Topeka and Santa Fe Railway Company, et al., to amend their petition in Civil No. 2337.

28. Petition of the States of New York and Ohio to intervene in Civil No. 2337, filed February 18, 1946.

29. Order, filed February 18, 1946, granting States of New York and Ohio leave to intervene in Civil No. 2337.

30. Petition of New England Governors for leave to intervene in Civil No. 2337, filed February 18, 1946.

31. Order filed February 18, 1946, granting New England Governors leave to intervene in Civil No. 2337.

32. Intervention in Civil No. 2337 of Interstate Commerce Commission, filed February 18, 1946.

33. Petition of Kansas, et al., for leave to intervene in Civil No. 2337, filed February 18, 1946.

34. Answer of United States to petition in Civil No. 2337, filed February 18, 1946.

35. Answer of Alabama, Florida, Georgia, et al., and Southern Governors Conference to petition in Civil No. 2337, filed February 18, 1946.

[fol. 2716] 36. Answer of Interstate Commerce Commission to petition in Civil No. 2337, filed February 18, 1946.

37. Answer of Kansas, Arkansas, et al., to petition in Civil No. 2337, filed February 18, 1946.

38. Petition of Southeastern Association of Railroad and Utilities Commissioners to intervene in Civil No. 2337, filed February 18, 1946.

39. Answer of Southeastern Association of Railroad and Utilities Commissioners to petition in Civil No. 2337, filed February 18, 1946.

40. Order consolidating Civil No. 2311 and Civil No. 2337, filed February 18, 1946.

41. The following pages, of stenographic minutes of hearing before three-judge court, February 18 to 21, inclusive, containing motions, rulings and stipulations:

Pages 5 to 12, inclusive;
Pages 83 to 91, inclusive, and first three lines of pages 92;
Pages 177 to 178, inclusive;
Page 289 and first three lines of page 290;
Page 470, last four lines;
Page 471, first seventeen lines.

42. All of the evidence before the three-judge court, to wit:

Pages 13 to 82, inclusive, of stenographic minutes of hearing February 18 to 21, inclusive, being the testimony of Messrs. Lawrence R. Capron and Glenn F. Vivian, called as witnesses for plaintiffs in No. 2337, and objections of defendants in No. 2337 to their testimony and motion to strike.

Exhibits 1 and 2 of Witness Capron and Exhibit 3 of Witness Vivian.

Exhibit 4, being copies of railroad tariffs and other documents offered by plaintiffs in No. 2311 and No. 2337 and received in evidence.

Exhibit 5, being certificates of the Secretary of the Interstate Commerce Commission and documents and papers described in said certificates, constituting the entire record [fol. 2717] of testimony and exhibits before the Interstate Commerce Commission including the Association of American Railroads Merchandise Report and Petition of Western Railroads filed with the Interstate Commerce Commission for reopening and reconsideration.

Revised statement marked "Exhibit" and entitled "Interstate Commerce Commission, Bureau of Transport Economics and Statistics, Ratio of Out-of-Pocket Plus Solely Related Expenses to Revenues on Less-Carload Class Rate Traffic," submitted to the Court by the United States.

The last ten lines on page 379 and the first sixteen lines on page 537 of the stenographic minutes of hearing, February 18 to 21, inclusive, being the offer to the Court of the said revised statement marked "Exhibit."

43. Statement of contents of box containing record before the Interstate Commerce Commission in I. C. C. Docket Nos. 28300 and 28310 (Exhibit 5 referred to above).

44. Opinion of Court filed May 9, 1946.

45. Motion of United States and other defendants to dissolve interlocutory injunction, filed May 17, 1946.

46. Motion of States of New York, Delaware, et al., in the consolidated causes, filed May 18, 1946 for continuance of interlocutory injunction.

47. Motion of New England Governors in the consolidated causes, filed May 20, 1946, for continuance of interlocutory injunction.

48. Motion of The Atchison, Topeka and Santa Fe Railway Company, et al., in the consolidated causes, filed May 27, 1946, for continuance of interlocutory injunction.

49. Final decree and order of the Court filed May 27, 1946.

50. Petition for allowance of appeal by the States of New York, Delaware, et al., in both causes, filed June 25, 1946.

[fol. 2718] 51. Assignment of Errors, filed June 25, 1946, by the States of New York, Delaware, et al.

52. Order of the Court filed June 25, 1946, allowing the States of New York, Delaware, et al. to take an appeal.

53. Citation dated and filed June 25, 1946, in connection with the appeal of the States of New York, Delaware, et al.

54. Cost Bond filed June 25, 1946, by the States of New York, Delaware, et al.

55. Jurisdictional Statement filed June 25, 1946, by the States of New York, Delaware, et al.

56. Statement Calling Attention to Provisions of Supreme Court Rule 12 (3) filed June 25, 1946, by the States of New York, Delaware, et al.

57. Acknowledgments of Service of and receipt by appellees of the foregoing appeal papers of the States of New York, Delaware, et al.

58. Certificate of Service of the foregoing appeal papers of the States of New York, Delaware, et al. upon appellees.

59. Petition for allowance of appeal by the New England Governors in both causes, filed June 25, 1946.

60. Assignment of Errors filed June 25, 1946, by the New England Governors.

61. Order of the Court filed June 25, 1946, allowing the New England Governors to take an appeal.

62. Citation dated and filed June 25, 1946, in connection with the appeal of the New England Governors.

63. Cost Bond filed June 25, 1946, by the New England Governors.

64. Jurisdictional Statement filed June 25, 1946, by the New England Governors.

65. Statement Calling Attention to Provisions of Supreme Court Rule 12 (3) filed June 29, 1946, by the New England Governors.

[fol. 2719] 66. Acknowledgments of Service of and receipt by appellees of the foregoing appeal papers of the New England Governors.

67. Certificate of Service upon appellees of the foregoing appeal papers of the New England Governors.

68. Petition for allowance of appeal by The Atchison, Topeka and Santa Fe Railway Company, et al., in both causes, filed June 25, 1946.

69. Assignment of Errors filed June 25, 1946, by The Atchison, Topeka and Santa Fe Railway Company, et al.

70. Order of the Court filed June 25, 1946, allowing The Atchison, Topeka and Santa Fe Railway Company, et al., to take an appeal.

71. Citation dated and filed June 25, 1946, in connection with the appeal of The Atchison, Topeka and Santa Fe Railway Company, et al.

72. Cost Bond filed June 25, 1946, by The Atchison, Topeka and Santa Fe Railway Company, et al.

73. Jurisdictional Statement filed June 25, 1946, by The Atchison, Topeka and Santa Fe Railway Company, et al.

74. Statement Calling Attention to Provisions of Supreme Court Rule 12 (3) filed by The Atchison, Topeka and Santa Fe Railway Company, et al.

75. Certificate of Service filed by The Atchison, Topeka and Santa Fe Railway Company, et al., certifying service of foregoing appeal papers.

76. Joint praecipe filed by appellants, the States of New York, Delaware, et al., the New England Governors and The Atchison, Topeka and Santa Fe Railway Company, et al.

77. Acknowledgments of service of praecipe by appellees.

78. Certificate of Service upon appellees of the praecipe.

79. All docket entries in their appropriate order.

[fol. 2720] Nathaniel L. Goldstein, Attorney General, Albany, New York; Parker McCollester, Frank J. Clark, Special Assistant Attorneys General, 25 Broadway, New York 4, N. Y., for plaintiff The State of New York. Clair John Killoran, Attorney

General, Wilmington, Delaware, for plaintiff The State of Delaware. James A. Emmert, Attorney General, Indianapolis, Indiana, for plaintiff The State of Indiana. William Curran, Attorney General; Paul Hammond, Deputy Attorney General, Baltimore, Maryland, for plaintiff The State of Maryland. John R. Dethmers, Attorney General; James W. Williams, Assistant Attorney General, Lansing, Michigan, for plaintiff The State of Michigan. Walter D. Van Riper, Attorney General; Robert Peacock, Deputy Attorney General, Trenton, New Jersey, for plaintiff The State of New Jersey. Hugh S. Jenkins, Attorney General; [fol. 2721] Kenneth L. Sater, Special Counsel, Columbus, Ohio, for plaintiff The State of Ohio. John Martin, Attorney General; Herbert T. Ferguson, Assistant Attorney General, Madison, Wisconsin, for plaintiff The State of Wisconsin. James H. Duff, Attorney General; E. A. DeLaney, Deputy Attorney General, Harrisburg, Pennsylvania, for plaintiff The Commonwealth of Pennsylvania. H. C. Barron, Douglas F. Smith, D. Robert Thomas, Sidley, Austin, Burgess & Harper, 11 South LaSalle Street, Chicago, Illinois; Ferris, Burgess, Hughes & Dorrance, First National Bank Building, Utica, New York, of Counsel for plaintiffs, The Atchison, Topeka and Santa Fe Railway Co., et al. Henry E. Foley, 10 Post Office Square, Boston, Mass., for intervening plaintiffs, the New England Governors.

[fols. 2722-2735a] ACKNOWLEDGMENTS OF SERVICE OF JOINT PRAECIPE OMITTED IN PRINTING

[fol. 2736] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

CERTIFICATE OF SERVICE—Filed July 13, 1946

I hereby certify that a true copy of the joint praecipe filed by plaintiffs in the above entitled proceedings, to wit, the States of New York, Delaware, et al., the New England Governors and The Atchison, Topeka and Santa Fe Railway Company, et al., in connection with the appeals taken by them from the final decree and order of the District Court in said proceedings, the original of which joint praecipe has been filed with the Clerk of the District Court of the United States for the Northern District of New York, was served on this day upon each of the following counsel of record by registered mail:

Wendell Berge, Esq.
Assistant Attorney General of the United States, Department of Justice, Washington, D. C.

[fol. 2737] Edward H. Miller, Esq.
Special Assistant to the Attorney General of the United States
Department of Justice
Washington, D. C.

David O. Mathews, Esq.
Special Assistant to the Attorney General of the United States
Department of Justice
Washington, D. C.

Daniel W. Knowlton, Esq.
Chief Counsel to the United States
Interstate Commerce Commission
Washington 25, D. C.

J. V. Norman, Esq.
Kentucky Home Life Bldg.
Louisville, Ky.

Byron M. Gray, Esq.
608 National Bank of Topeka Bldg.
Topeka, Kansas
George T. Simpson, Esq.
State Capitol Building
St. Paul, Minnesota
C. E. Logwood, Esq.
Public Service Commission of South Carolina
Columbia, South Carolina
Robert F. Park, Esq.
Alabama Public Service Commission
Montgomery, Alabama
Lewis Petteway, Esq.
Florida Railroad Commission
Tallahassee, Florida
J. C. Murray, Esq.
231 Louisiana Street
Little Rock, Ark.
Neal E. Williams, Esq.
Chamber of Commerce
Fargo, North Dakota
H. Emerson Kokjer, Esq.
Deputy Attorney General of Nebraska
State House
Lincoln, Nebraska
Duane T. Swanson, Esq.
State Capitol Building
Lincoln, Nebraska
C. B. Bee, Esq.
State Capitol
Oklahoma City 5, Oklahoma
[fol. 2738] Walter R. McDonald, Esq.
Georgia Public Service Commission
Atlanta, Georgia
Jerry W. Carter, Esq.
Florida Railroad Commission
Tallahassee, Florida
James Noel, Esq.
Assistant Attorney General
Austin, Texas

Dated at New York, N. Y., this 12th day of July, 1946.

Frank J. Clark, Of Counsel.

[fol. 2739] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

AFFIDAVIT OF SERVICE BY MAIL—Filed July 19, 1946

STATE OF NEW YORK,
County of New York, ss:

Frank J. Clark, being duly sworn, deposes and says that he is one of the counsel for the States of New York, Delaware, et al., plaintiffs in Civil No. 2311, and the States of New York and Ohio, intervening plaintiffs in Civil No. 2337 above. That he is over twenty-one years of age and is not a party to the above actions and has an office at 25 Broadway, New York, N. Y. That on the 17th day of July, 1946, he served the attached Notice of Motion and proposed Order [fol. 2740] on behalf of the above named plaintiffs by depositing true copies of the same securely enclosed in postpaid sealed envelopes in a Post Office Box regularly maintained by the United States Government at No. 25 Broadway, New York, N. Y., addressed to the following counsel of record:

Edward H. Miller, Esq.
Special Assistant to the Attorney General of the United States
Department of Justice
Washington, D. C.

Daniel W. Knowlton, Esq.
Interstate Commerce Commission
Washington 25, D. C.

J. V. Norman, Esq.
Kentucky Home Life Bldg.
Louisville, Ky.

Byron M. Gray, Esq.
608 National Bank of Topeka Bldg.
Topeka, Kansas

George T. Simpson, Esq.
State Capitol Building
S. Paul, Minnesota

C. E. Logwood, Esq.
Public Service Commission of South Carolina
Columbia, South Carolina
Robert F. Park, Esq.
Alabama Public Service Commission
Montgomery, Alabama
Lewis Petteway, Esq.
Florida Railroad Commission
Tallahassee, Florida
J. C. Murray, Esq.
231 Louisiana Street
Little Rock, Ark.
Neal E. Williams, Esq.
Chamber of Commerce
Fargo, North Dakota
H. Emerson Kokjer, Esq.
Deputy Attorney General of Nebraska
State House
Lincoln, Nebraska
C. B. Bee, Esq.
State Capitol
Oklahoma City 5, Oklahoma
[fol. 2741] Walter R. McDonald, Esq.
Georgia Public Service Commission
Atlanta, Georgia
Jerry W. Carter, Esq.
Florida Railroad Commission
Tallahassee, Florida
James Noel, Esq.
Assistant Attorney General
Austin, Texas
Henry E. Foley, Esq.
10 Post Office Square
Boston, Mass.
Hugh S. Jenkins, Esq.
State House, Columbus, Ohio
Douglas F. Smith, Esq.
11 South LaSalle Street
Chicago, Illinois

Frank J. Clark.

Sworn to before me this 18th day of July, 1946. Joseph Paul Catera, Notary Public. Bronx Co. Clk's No. 27, Reg. No. 81-C-8. Cert. filed in N. Y. Co. Clk's No. 656, Reg. No. 472C8. Commission Expires March 30, 1948. (Seal.)

[fol. 2742] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

Sirs:

Please take notice that the undersigned will apply to this Court at the United States District Court House in the Federal Court Building in the City of Syracuse, State of New York, on the 25th day of July, 1946, at 2:30 o'clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for an order, a copy of which is attached hereto, authorizing the transmittal by the Clerk of this Court to the Clerk of the Supreme Court of the United States of the originals of all those portions of the record designated to be prepared as the transcript of record on appeal herein, in [fol. 2743] lieu of copies thereof.

Yours, etc. Parker McCollester, Frank J. Clark, 25 Broadway, New York 4, N. Y., Kenneth L. Sater, 50 East Broad Street, Columbus, Ohio, Of Counsel for Plaintiff States.

To:

G. A. Porter, Esq.,
Clerk of the United States District Court,
Northern District of New York,
Post Office Building,
Utica, New York.

Edward H. Miller, Esq.,
Special Assistant to the Attorney General of the United States
Department of Justice
Washington, D. C.

Daniel W. Knowlton, Esq.,
Chief Counsel to the United States,
Interstate Commerce Commission,
Washington 25, D. C.

J. V. Norman, Esq.,
Kentucky Home Life Bldg.,
Louisville, Ky.

Byron M. Gray, Esq.,
608 National Bank of Topeka Bldg.
Topeka, Kansas

George T. Simpson, Esq.,
State Capitol Building,
St. Paul, Minnesota.
C. E. Logwood, Esq.,
Public Service Commission of South Carolina
Columbia, South Carolina.
Robert F. Park, Esq.,
Alabama Public Service Commission,
Montgomery, Alabama.
Lewis Petteway, Esq.,
Florida Railroad Commission,
Tallahassee, Florida.
J. C. Murray, Esq.,
231 Louisiana Street
Little Rock, Ark.
[fol. 2744] Neal E. Williams, Esq.,
Chamber of Commerce,
Fargo, North Dakota.
H. Emerson Kokjer, Esq.,
Deputy Attorney General of Nebraska,
State House,
Lincoln, Nebraska.
C. B. Bee, Esq.,
State Capitol,
Oklahoma City 5, Oklahoma.
Walter R. McDonald, Esq.,
Georgia Public Service Commission,
Atlanta, Georgia.
Jerry W. Carter, Esq.,
Florida Railroad Commission,
Tallahassee, Florida.
James Noel, Esq.,
Assistant Attorney General,
Austin, Texas
Henry E. Foley, Esq.,
10 Post Office Square,
Boston, Mass.
Hugh S. Jenkins, Esq.,
State House,
Columbus, Ohio.
Douglas F. Smith, Esq.,
11 South LaSalle Street,
Chicago, Illinois.

Dated: July 17, 1946.

[fol. 2745] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

ORDER AUTHORIZING TRANSMITTAL OF THE ORIGINAL RECORD ON APPEAL—Filed July 26, 1946

These consolidated causes coming on to be heard upon motion of the States of New York, Delaware, et al., plaintiffs in Civil No. 2311, and the States of New York and Ohio, intervening plaintiffs in Civil No. 2337, for entry of an order authorizing the transmittal by the Clerk of this Court to the Clerk of the Supreme Court of the United States of the originals of all those parts of the record designated to be prepared as the record on appeal herein, in lieu of copies of the parts of the record so designated, and due notice having been given to all of the parties and the Court being fully advised in the premises,

It is hereby ordered that the originals of all those [fol. 2746] parts of the record designated to be prepared as the transcript of the record on appeal herein for transmittal to the Clerk of the Supreme Court of the United States may be forwarded to the Clerk of the Supreme Court of the United States as the record on appeal herein, in lieu of copies thereof.

Enter: Stephen W. Brennan, United States District Court Judge.

Dated: July 25, 1946.

[fol. 2747] IN THE DISTRICT COURT OF THE UNITED STATES

Civil No. 2311

[Title omitted]

Civil No. 2337

[Title omitted]

ORDER DIRECTING TRANSMITTAL OF THE ORIGINAL RECORD ON APPEAL—Filed July 26, 1946

These consolidated causes, coming on to be heard upon the motion of The Atchison, Topeka and Santa Fe Railway Company, et al., plaintiffs, in connection with the appeal by the said The Atchison, Topeka and Santa Fe Railway Company, et al., allowed herein on June 25, 1946, for entry of an order directing the transmittal by the Clerk of this Court to the Clerk of the Supreme Court of the United States of the originals of all of those portions of the record designated for transmittal to the said Clerk of the Supreme Court of the United States, in lieu of copies thereof, and due notice having been given to all parties, and the [fol. 2748] Court being fully advised in the premises,

It is hereby ordered that, to the extent of those parts of the record in these consolidated causes which shall be included in the record on appeal, the Clerk of this Court may transmit to the Clerk of the Supreme Court of the United States the original record herein, in lieu of copies thereof.

Dated: July 25, 1946.

Enter: —— ——, United States Circuit Court of Appeals Judge;, Stephen W. Brennan, United States District Court Judge; —— ——, United States District Court Judge.

[fol. 2749] IN UNITED STATES DISTRICT COURT

DOCKET ENTRIES

Docket Civil 2311

THE STATES OF NEW YORK, DELAWARE, INDIANA, MARYLAND, Michigan, New Jersey, Ohio, Wisconsin and The Commonwealth of Pennsylvania, Plaintiffs,

against

THE UNITED STATES OF AMERICA, Defendant;

CHICAGO AND NORTH WESTERN RAILWAY COMPANY; CHICAGO, Burlington & Quincy Railroad Company; The Colorado and Southern Railway Company; Fort Worth and Denver City Railway Company; The Wichita Valley Railway Company; Chicago, Saint Paul, Minneapolis and Omaha Railway Company; The Denver and Rio Grande Western Railroad Company; The Duluth, South Shore and Atlantic Railway Company; Great Northern Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Beaver, Meade and Englewood Railroad Company; Guy A. Thompson, Trustee; Missouri Pacific Railroad Company, Debtor; St. Louis Southwestern Railway Company; The Atchison, Topeka and Santa Fe Railway Company; Gulf, Colorado and Santa Fe Railway Company; Panhandle and Santa Fe Railway Company; Henry A. Scandrett, Walter J. Cummings and George I. Haight, Trustees of the Property of Chicago, Milwaukee, St. Paul and Pacific Railroad Company; The Chicago, Rock Island and Pacific Railway Company, and Joseph B. Fleming and Aaron Colnon, Trustees of The Chicago, Rock Island and Pacific Railway Company, Combined; Union Pacific Railroad Company; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company; Missouri and Arkansas Railway Company; Green Bay and Western Railroad Company; Northern Pacific Railway Company; The Texas and Pacific Railway Company; Chicago Great Western Railway Company; Southern Pacific Company; Elgin, Joliet & Eastern Railway Company; Fort Dodge, Des Moines & Southern Railway Company, Texas

and New Orleans Railroad Company; Horace A. Hildreth, Governor of the State of Maine; Charles M. Dale, Governor of the State of New Hampshire; Mortimer R. Proctor, Governor of the State of Vermont; Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; John O. Pastore, Governor of the State of Rhode Island; Raymond E. Baldwin, Governor of the State of Connecticut, Intervening Plaintiffs;

THE STATE OF OKLAHOMA; THE CORPORATION COMMISSION, State of Oklahoma; The State of Louisiana, and Arkansas Corporation Commission; The State of Arkansas; The State of Kansas, Corporation Commission of the State of Kansas, and The Kansas Industrial Development Commission; State of Texas and Railroad Commission of Texas; State of Nebraska, and Nebraska State Railway Commission; State of North Dakota, and Public Service Commission of the State of North Dakota; State of South Dakota, and Public Utilities Commission of the State of South Dakota; Interstate Commerce Commission; States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee and the Southern Governors Conference, a Voluntary Organization of the Governors of Said States; State of Minnesota, Southeastern Association of Railroad and Utilities Commissioners; Intervening Defendants

Attorneys

For Defendant: J. A. A. Burquist, 102 State Capital, Saint Paul, Minn. for Deft. State of Minnesota; Ferris, Burgess, Hughes & Dorrance, First Natl. Bk. Bldg., Utica, N. Y.; J. V. Norman, 1512 Kentucky Home Life Bldg., Louisville 2, Ky.; Foley, Hoag & Eliot, 10 P. O. Square, Boston 9, Mass.

For Plaintiff: Parker McCollester, Frank J. Clark, Kenneth L. Slater, Nathaniel L. Goldstein, Attorney General, Albany, N. Y.

[fol. 2750] Filings—Proceedings

1945

Nov. 29. Filed Petition.

Nov. 29. Issued Summons.

Nov. 29. Filed Petition of Chicago and North Western Railway Company, et al., for leave to intervene.

1945

Nov. 29. Filed and entered order granting leave to intervene.

Nov. 29. Filed Acknowledgment of service of copy of Plaintiff's Petition.

Dec. 4. Filed Summons served Nov. 29, 1945 on Attorney General of the United States; Nov. 30, 1945 on Irving J. Higbee, U. S. Attorney.

Dec. 5. Filed and entered order establishing Special Court.

Dec. 6. Filed Order to show cause why application for interlocutory Injunction should not issue, etc.

Dec. 10. Filed acknowledgment of service of copy of order to Show Cause by Daniel Knowlton for Interstate Commerce Commission.

Dec. 10. Filed acknowledgment of service of copy of order to show cause by S. Barron for Western Railroads, Interveners.

Dec. 10. Filed Petition for leave to intervene as party defendants by Robert S. Kerr, Governor, Oklahoma City; By C. B. Bee, Special Atty. The Corporation Commission, State of Oklahoma; The State of Louisiana & Arkansas Corp. Commission by J. C. Murray, Special Atty.; Little Rock, Ark., The State of Arkansas by Ben Laney, Governor, Little Rock, Ark.; The State of Kansas, Corporation Commission of the State of Kansas, and the Kansas Industrial Development Commission by Byron M. Gray, Special Atty.; Topeka, Kan.; State of Texas and Railroad Commission of Texas by Grover Sellers, Atty. Genl., Austin, Texas; State of Nebraska and Nebraska State Railway Commission, by Walter R. Johnson, Atty. Gen'l and H. Emerson Hokjer, Deputy Atty. Gen'l, Lincoln, Neb.; State of North Dakota and Public Service Commission of the State of North Dakota by Nels G. Johnson, Atty. Gen'l, Bismarck, N. D. and Neal E. Williams, Special Asst. Atty. Gen'l, Fargo, N. D., State of South Dakota and Public Utilities Commission of the State of South Dakota by Wm. Williamson, Atty. Pierre, S. D.

Dec. 12. Filed intervention of Interstate Commerce Commission.

Dec. 12. Filed Motion and application to intervene as parties defendants of States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee, and the Southern Governors Conference.

1945

Dec. 13. Filed Amended Petition for leave to intervene, of Chicago, and North Western Railway Co. et al. as plaintiffs.

Dec. 13. Hearing on motion for temporary injunction.

Dec. 13. Filed Petition for leave to intervene as plaintiffs by Horace A. Hildreth, Governor of the State of Maine; Charles M. Dale, Governor of the State of New Hampshire; Mortimer R. Proctor, Governor of the State of Vermont; Maurice J. Tobin, Governor of The Commonwealth of Massachusetts, John O. Pastore, Governor of the State of Rhode Island, Raymond E. Baldwin, Governor of the State of Connecticut.

Dec. 13. Filed Affidavit of Parker McCollester.

Dec. 13. Filed Affidavit of Charles E. Bell.

Dec. 13. Filed Affidavit of Hon. Thomas E. Dewey, Governor of the State of New York.

Dec. 13. Filed Affidavit of M. P. Catherwood.

Dec. 13. Filed Affidavit of Mark A. Daly.

Dec. 13. Filed Affidavit of George Mace.

Dec. 13. Filed Affidavits of Frank S. Farley, Henry W. Peterson, Alfred Rhodes, S. Elwood Griffith, on behalf of State of New Jersey.

Dec. 13. Filed Affidavit of Walter W. Bacon, Governor of Delaware.

Dec. 13. Filed Affidavit of Gerrish Gassaway, Secretary-Manager of the Chamber of Commerce of Delaware.

Dec. 13. Filed Affidavit of Floyd Chalfant, Secretary of Commerce of Penna.

[fol. 2751] Dec. 13. Filed affidavit of O. F. Heslar.

Dec. 13. Filed affidavit of Cooper C. Clifton.

Dec. 13. Filed affidavit of Elliott S. Moore.

Dec. 13. Filed affidavit of Maurice D. Collins.

Dec. 13. Filed affidavit of William L. Fogleson.

Dec. 13. Filed affidavit of Ora M. Enyart.

Dec. 13. Filed affidavit of C. H. Bartels.

Dec. 13. Filed affidavit of Raymond E. Baldwin, Governor of the State of Conn.

Dec. 13. Filed affidavit of H. C. Barron.

Dec. 13. Filed affidavit of Glenn F. Vivian.

Dec. 13. Filed affidavit of Harvey P. Schneiber.

Dec. 13. Filed affidavit of Ford K. Edwards.

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Dec. 15. Filed affidavit of Maurice T. Otto.

Dec. 15. Filed affidavit of Andrew H. Brown.

Dec. 15. Filed affidavit of Robert L. Moulton.

Dec. 15. Filed affidavit of J. W. Barton.

Dec. 15. Filed acknowledgment of order to show cause by Wendell Berge for Deft. United States of America.

Dec. 21. Filed and entered Interlocutory Injunction at 5.05 P. M.

Dec. 27. Filed Plaintiffs' Stipulation for Costs.

1946

Jan. 2. Filed Stenographic Minutes of Proceedings—Dec. 13, 1945.

Jan. 12. Filed Answer of Interstate Commerce Commission.

Jan. 14. Filed Answer of the States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee and The Southern Governors Conference.

Jan. 18. Filed Petition in Intervention of State of Minnesota, as Defendant.

Jan. 24. Filed Amended Petition for leave to intervene by Chicago and North Western Railway Company; Chicago Burlington & Quincy Railroad Company; The Colorado and Southern Railway Company; Fort Worth and Denver City Railway Company; The Wichita Valley Railway Company; Chicago, Saint Paul, Minneapolis and Omaha Railway Company; The Denver and Rio Grande Western Railway Company; The Duluth, South Shore and Atlantic Railway Company; Great Northern Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Beaver, Meade and Englewood Railroad Company; Guy A. Thompson, Trustee, Missouri Pacific Railroad Company, Debtor; St. Louis Southwestern Railway Company; the Atchison, Topeka and Santa Fe Railway Company; Gulf, Colorado and Santa Fe Railway Co.; Panhandle and Santa Fe Railway Company; Henry A. Scandrett, Walter J. Cummings and George I. Haight, Trustees of the property of Chicago, Milwaukee, St. Paul & Pacific R. R. Co.; The Chicago, Rock Island and Pacific Railway Co. and Joseph B. Fleming and Aaron

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Colnon, Trustees of The Chicago, Rock Island & Pacific Railway Co.; Union Pacific Railroad Co.; Minneapolis, St. Paul & Sault Ste. Marie R. R. Co.; Missouri and Arkansas Railway Co.; Green Bay and Western R. R. Co.; Northern Pacific Railway Co.; The Texas and Pacific Railway Co.; Chicago Great Western Railway Co., Southern Pacific Company, Elgin, Joliet & Eastern Railway Co.; Fort Dodge, Des Moines & Southern Railway Co. and Texas and New Orleans Railroad Co.

Jan. 30. Filed Answer of The United States of America.

Feb. 9. Filed Answer of The States of Arkansas, Kansas, Nebraska, North Dakota, Oklahoma, South Dakota, and Texas; and The Arkansas Public Service Commission (Successor to Arkansas Corporation Commission), The State Corporation Commission of Kansas, The Kansas Industrial Development Commision; The Nebraska State Railway Commission; The Public Service Commission of the State of North Dakota; The Corporation Commission of the State of Oklahoma; The Public Utilities Commission of the State [fol. 2752] of South Dakota, and the Railroad Commission of the State of Texas.

Feb. 13. Filed Answer of The State of Minnesota to Petition of the Plaintiffs.

Feb. 18. Filed Petition of Southeastern Association of R. R. and Utilities Commissioners for leave to intervene as Defts.

Feb. 18. Filed Answer of Southeastern Association of R. R. and Utilities Commissioners.

Feb. 18. Filed and entered order consolidating Civil Actions No. 2311 & No. 2337 (See 2337).

Feb. 18. Filed Exhibits 1 to 5 inclusive (Ex. No. 5—Box) delivered to Judge Chase (See 2337).

Feb. 18-19.

Feb. 20-21. Case tried in New York before Harrie B. Chase, U. S. C. J.; Jno. C. Knox, U. S. D. J. and S. W. Brennan, U. S. D. J.

Mar. 8. Filed Minutes of Proceedings Feb. 18, 1946 (see 2337).

Mar. 8. Filed Brief for the Atchison, Topeka and Santa Fe Railway Co. et al. Plaintiffs and intervenors (See 2337).

Mar. 13. Filed Reply Brief on behalf of Defendants, The States of Arkansas, et al. (2337).

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Mar. 14. Filed Reply Brief on behalf of Horace A. Hildreth, Governor of State of Maine et al. (2337).

Mar. 15. Filed Brief for the State of Minnesota (2337).

Mar. 15. Filed Reply Brief for the United States (2337).

Mar. 20. Filed Reply Brief for Plaintiffs (2337).

May 9. Filed Opinion, before Chase, Circuit Judge; Knox & Brennan, District Judges (2337).

May 17. Filed Motion to dissolve interlocutory injunction and notice of hearing (2337).

May 18. Filed Notice of Motion and Petition for continuance or reinstatement (2337) of interlocutory injunction or for stay pending appeal (2337).

May 20. Filed Notice of hearing on motion, and motion to stay enforcement and to continue interlocutory injunction (2337).

May 27. Filed Motion for continuance of the Interlocutory Injunction herein (2337).

May 27. Filed Notice of Motion of Western Lines (2337).

May 27. Filed Response of Southern States and Southern Governors Conference, Interveners, to the Petition of Plaintiffs in Civ. Action 2311 for continuance or reinstatement of Interlocutory Injunction or for Stay pending appeal 2337.

May 27. Filed and entered Final Decree and order continuing interlocutory injunction (2337).

June 5. Filed Stenographic hearing of meeting held May 23, 1946 (2337).

June 5. Filed Application of The United States of America et al. for allowance of an appeal to review so much of the Final Decree of District Court for Northern Dist. of N. Y. as continued in effect interlocutory injunction (2337).

June 5. Filed & entered order allowing appeal of United States of America et al. dated May 31, 1946 (2337).

June 5. Filed Assignment of Errors (2337).

June 5. Filed Jurisdictional Statement by Defendant and intervening defendants under Rule 12 of Revised Rules of Supreme Court of the United States (2337).

June 5. Filed Citation on Appeal (2337).

June 5. Filed Certificate of Service (2337).

June 25. Filed Jurisdictional Statement (2337).

June 25. Filed Petition of the States of New York, Delaware, et al. for appeal to the Supreme Court of the United States 2337.

June 25. Filed and entered order allowing appeal (2337).

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June 25. Filed Bond on appeal (2337) (Approved Stephen W. Brennan, USDJ.

June 25. Filed Assignment of errors and prayer for reversal (2337).

June 25. Filed Citation on Appeal (2337).

June 25. Filed Statement calling attention to the provisions of Supreme Court Rule 12 (3) (2337).

June 25. Filed Petition of The Hon. Horace A. Hildreth, Governor of the State of Maine, et al. for Appeal (2337).

June 25. Filed and entered order allowing appeal (2337).

June 25. Filed Bond on Appeal (Approved, Stephen W. Brennan, U. S. D. J. 2337.

[fol. 2753]

June 25 Filed Assignment of Errors and prayer for reversal (2337).

June 25 Filed Citation on appeal (2337).

June 25 Filed Statement as to jurisdiction upon appeal (2337).

June 25 Filed Petition of The Atchison, Topeka and Santa Fe Ralway Co. et al., for appeal to the Supreme Court of The United States (2337).

June 25 Filed and entered order allowing appeal (2337).

June 25 Filed Bond on Appeal (2337) Approved, Stephen W. Brennan U. S. D. J.

June 25 Filed Assignment of Errors and prayer for reversal (2337).

June 25 Filed Jurisdictional Statement (2337).

June 25 Filed Citation on Appeal (2337).

June 29 Filed Statement calling attention to the provisions of Supreme Court Rule 12 (3) 2337.

July 1 Filed Certificate of service of papers on appeal (2337).

July 5 Filed Proof of service of appeal papers (2337).

July 13 Filed Joint Praecipe of the appellants designating the portions of the record to be transmitted to the Clerk of the United States Supreme Court (2337).

July 13 Filed Certificate certifying service of the various appeal papers upon counsel for the appellees (2337).

July 13 Filed Certificate certifying service of the joint praecipe upon counsel of record designated in the certificate (2337).

July 13 Filed Acknowledgments of service of appeal papers (2337).

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July 17 Filed Acknowledgment of service of appeal papers by Chairman, Georgia Public Service Commission (2337).

July 19 Filed Acknowledgment of service of appeal papers by Edward H. Miller; David O. Mathews, Wendell Berge, Assts. to Atty. General (2337).

July 19 Filed Acknowledgment of service of Joint Praecipe by J. A. A. Bornquist, et al., Special Counsel, State of Minnesota; Duane T. Swanson; Byron M. Gray, Atty. for States of Arkansas, Kansas, et al.; Walter R. Johnson, Atty. Genl.; H. Emerson Kokjer, Dep. Atty. Genl. for State of Nebraska and Nebraska State Ry. Com.; J. C. Murray; R. E. Bruns; Robert F. Park for Alabama Public Service Commission; C. E. Logwood; Daniel W. Knowlton; Wendell Berge, Asst. Atty. Genl. David O. Mathews, Special Asst. to Atty. Genl.; Edward H. Miller, Special Asst. to Atty. General (2337).

July 19 Filed Notice of motion for entry of order directing original record be transmitted to Clerk Supreme Court, propsed order & affidavit of service (2337).

July 20 Filed Notice for order authorizing Clerk to transmit original record (2337).

July 20 Filed Acknowledgments of receipt and service of following papers,—Petition for appeal filed June 25, 1946; Assignment of errors filed June 25, 1946; order allowing appeal entered June 25, 1946, Citation signed and filed June 25, 1946, Bond on Appeal filed June 25, 1946; Statement as to Jurisdiction on appeal filed June 25, 1946; Statement calling attention to the provisions of Supreme Court Rule 12 (3) filed on or about June 28, 1946;—by Wendell Berge, Asst. Atty. Genl.; Edward H. Miller & David O. Mathews, Spec. Asst. to Atty. Genl.; J. V. Norman, Atty. for State of Alabama et al.; D. McDonald, Chairman, Georgia Public Service Com.; James D. Smullen, Asst. Atty. Genl. for State of Texas; William Williamson, Atty. for Public Utilities Com. of S. Dakota; C. E. Logwood; J. A. A. Bornquist, Atty. State of Minnesota; J. C. Murray, Atty. for Gov. of Kansas et al., C. B. Bee, Atty. for Hon. Robert S. Kerr, Gov. of State of Oklahoma et al.; Walter R. Johnson, Atty. Genl. H. Emerson Kokjer, Dep. Atty. Genl. Attys. for State of Nebraska et al.; C. F. Kelsch, Atty. [fol. 2754] for Public Service Com; State of N. Dakota;

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Byron M. Gray, Atty. for State of Arkansas et al.; Lewis Petteyway, Atty. for Florida R. R. Com.; Robert F. Park, Atty. for Alabama Public Service Com.; Neal E. Williams, Spec. Asst. Atty. Genl. State of N. Dakota, et al.; Daniel W. Knowlton, Atty. for Interstate Commerce Commission; (2337).

July 22 Filed Acknowledgment of service of Joint Praecipe by C. B. Bee, for Hon. R. S. Kerr, Gov. of Oklahoma, Corporation Commission, State of Oklahoma (2337).

July 22 Filed Acknowledgment of service of Joint Praecipe by Lewis Petteway, Tallahassee, Fla. (2337).

July 22 Filed calling attention to the Provisions of Supreme Court Rule 12(3) by Attys. for The Atchison, Topeka & Santa Fe Ry. Co. et al., (2337).

July 22 Filed Statement of Ratio of out-of-pocket expenses—I. C. C. (2337).

July 22 Filed Statement of contents of Box containing record before Interstate Commerce Commission (2337).

July 22 Filed Notice of Motion for entry of order directing transmittal by Clerk of the District Court, N. D. N. Y. of the original record on appeal (2337).

July 22 Filed Motion for the entry of an order directing the transmittal of the original record on appeal (2337).

July 26 Filed Acknowledgment of service of Joint Praecipe by J. V. Norman, Counsel for the States of Alabama et al., (2337).

July 26 Filed and entered order on behalf of The Atchison, Topeka and Santa Fe Railway Co. et al. directing transmittal of the original record on appeal (2337).

July 26 Filed and entered order on behalf of the States of New York et al., authorizing transmittal of the original record on appeal (2337).

[fol. 2755] IN UNITED STATES DISTRICT COURT

DOCKET ENTRIES

Docket Civil 2337

Title of Case

Attorneys

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY; Beaver, Meade and Englewood Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago Great Western Railway Company; Chicago, Milwaukee, St. Paul and Pacific Railroad Company; Chicago and North Western Railway Company; The Chicago, Rock Island and Pacific Railway Company, and Joseph B. Fleming and Aaron Colnon, Trustees of The Chicago, Rock Island and Pacific Railway Company, Combined; Chicago, Saint Paul, Minneapolis and Omaha Railway Company; The Colorado and Southern Railway Company; The Denver and Rio Grande Western Railroad Company; The Duluth, South Shore and Atlantic Railway Company; Elgin, Joliet & Eastern Railway Company; Fort Dodge, Des Moines & Southern Railway Company; Forth Worth and Denver City Railway Company; Great Northern Railway Company; Green Bay and Western Railroad Company; Gulf, Colorado and Santa Fe Railway Company; The Kansas City Southern Railway Company; Midland Valley Railroad Company; The Minneapolis & St. Louis Railway Company; Minneapolis, St. Paul & Sault Ste. Marie Railroad Company; Missouri and Arkansas Railway Company; Missouri-Kansas-Texas Railroad Company; Missouri-Kansas-Texas Railroad Company of Texas; Guy A. Thompson, Trustee, Missouri Pacific Railroad Company, Debtor; Northern Pacific Railway Company; Panhandle and Santa Fe Railway Company; St. Louis Southwestern Railway Company; Southern Pacific Company; Texas and New Orleans Railroad Company; The Texas and Pacific Railway Company; Union Pacific Railroad Company; The Wichita Valley Railway Company, Plaintiffs,

vs.

THE UNITED STATES OF AMERICA, Defendant;

HORACE A. HILDRETH, Governor of the State of Maine; Charles M. Dale, Governor of the State of New Hamp-

shire; Mortimer R. Proctor, Governor of the State of Vermont; Maurice J. Tobin, Governor of the Commonwealth of Massachusetts; John O. Pastore, Governor of the State of Rhode Island and Raymond E. Baldwin, Governor of the State of Connecticut; States of New York and Ohio; Intervening Plaintiffs;

INTERSTATE COMMERCE COMMISSION; SOUTHEASTERN ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS; States of Kansas, Oklahoma, Arkansas, Texas, Nebraska, North Dakota, South Dakota and the Corporation Commision of the State of Oklahoma, the Arkansas Public Service Commission, the State Corporation Commission of Kansas, the Kansas Industrial Development Commission, the Railroad Commission of Texas, the Nebraska State Railway Commission, the Public Service Commission of the State of North Dakota, and the Public Utilities Commision of the State of South Dakota, Alabama, Florida, Georgia, Louisiana, Missisippi, North Carolina, South Carolina, Tennessee and the Southern Governors Conference, Intervening Defendants

[fol. 2756] Filings—Proceedings

1946

Feb. 1. Filed Complaint.

Feb. 1. Issued summons, 1 original and 3 copies.

Feb. 4. Filed and entered order establishing Special Court.

Feb. 6. Filed Summons served Feb. 4, 1946 on Interstate Commerce Commission (D. W. Knowlton); United States of America, Attorney General, Washington, D. C.; Irving J. Higbee, U. S. Attorney for United States of America.

Feb. 18. Filed Answer of the United States of America.

Feb. 18. Filed Intervention of Interstate Commerce Commission.

Feb. 18. Filed Answer of Interstate Commerce Commission.

Feb. 18. Filed and entered order granting motion to intervene—States of New York and Ohio as party plaintiffs.

Feb. 19. Filed Petition of States of New York and Ohio, for leave to intervene as party plaintiffs.

Feb. 18. Filed Answer of the States of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee and The Southern Governors Conference.

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Feb. 18. Filed Petition of Horace A. Hildreth, Governor of State of Maine; Charles M. Dale, Governor of State of New Hampshire; Mortimer R. Proctor, Governor of the State of Vermont; Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; John O. Pastore, Governor of the State of Rhode Island; and Raymond E. Baldwin, Governor of the State of Connecticut, for leave to intervene as parties plaintiff.

Feb. 18. Filed and entered order granting motion to intervene—to Horace A. Hildreth, Gov. State of Maine; Charles M. Dale, Gov. of State of N. H.; Mortimer R. Proctor, Gov. State of Vermont; Maurice J. Tobin, Gov. of Commonwealth of Mass.; John O. Pastore, Gov. of State of R. I.; and Raymond E. Baldwin, Gov. State of Conn. as party plaintiffs.

Feb. 18. Filed Petition of States of Kansas, Oklahoma, Arkansas, Texas, Nebraska, North Dakota, and South Dakota, and the Corporation Commission of the State of Oklahoma, the Arkansas Public Service Commission, the State Corporation Commission of Kansas, the Kansas Industrial Development Commission, the Railroad Commission of Texas, the Nebraska State Railway Commission, the Public Service Commission of the State of North Dakota, and the Public Utilities Commission of the State of South Dakota, to intervene as Defendants.

Feb. 18. Filed Answer of the States of Arkansas, Kansas, Nebraska, North Dakota, Oklahoma, South Dakota and Texas; and the Arkansas Public Service Commission; The State Corporation Commission of Kansas; The Kansas Industrial Development Commission; The Nebraska State Railway Commission; The Public Service Commission of the State of North Dakota, The Corporation Commission of the State of Oklahoma; The Public Utilities Commission of the State of South Dakota and the Railroad Commission of the State of Texas.

Feb. 18. Filed Petition of Southeastern Association of Railroad and Utilities Commissioners for leave to intervene as Defendants.

Feb. 18. Filed Answer of Southeastern Association of Railroad and Utilities Commissioners.

Feb. 18. Filed and entered order amending Petition.

Feb. 18. Filed and entered order consolidating Civil Actions No. 2311 and No. 2337 (See 2311).

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Feb. 18. Filed Exhibits 1 to 5 inclusive (Ex. No. 5—Box delivered to Judge Chase (See 2311).

Mar. 8. Filed Minutes of Proceedings—Feb. 18, 1946 (See 2311).

Mar. 8. Filed Brief for the Atchison, Topeka & Santa Fe Failway Co. et al. plaintiffs & intervenors (2311).

Mar. 13. Filed Reply Brief on behalf of the Defendants—The States of Arkansas, et al. (See 2311).

[fol. 2757] Mar. 14. Filed Reply Brief on behalf of Horace A. Hildreth, Governor of State of Maine et al. (2311).

Mar. 15. Filed Reply Brief for the United States (2311).

Mar. 15. Filed Brief for the State of Minnesota (2311).

Mar. 20. Filed Reply Brief for Plaintiffs (2311).

May 9. Filed Opinion, Chase, Circuit Judge; Knox and Brennan, District Judges (2311).

May 17. Filed Motion to dissolve interlocutory injunction and notice of hearing (2311).

May 18. Filed Notice of Motion and Petition for continuance or reinstatement of interlocutory injunction or for stay pending appeal (2311).

May 20. Filed Notice of Hearing on motion and motion to stay enforcement and to continue interlocutory injunction (2311).

May 27. Motion for continuance of the Interlocutory Injunction herein (2311).

May 27. Filed Notice of Motion of the Western Lines (2311).

May 27. Filed Response of Southern States and Southern Governors Conference, Interveners, in Civ. Action No. 2311 for continuance or reinstatement of Interlocutory Injunction or for stay pending appeal (2311).

May 27. Filed and entered Final Decree and order continuing Interlocutory Injunction (2311).

June 5. Filed Stenographic hearing of meeting held May 23, 1946 (2311).

June 5. Filed Application of United States of America et al. for allowance of an appeal to review so much of the Final Decree of Dist. Court for Northern Dist. of N. Y. as continued in effect interlocutory injunction (2311).

June 5. Filed and entered order allowing appeal of United States of America et al. dated May 31, 1946 (2311).

June 5. Filed Assignment of Errors (2311).

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June 5. Filed Jurisdictional Statement by Defendant and intervening defendants under Rule 12 of Revised Rules of Supreme Court of United States (2311).

June 5. Filed Citation on Appeal (2311).

June 5. Filed Certificate of Service (2311).

June 25. Filed Jurisdictional Statement (2311).

June 25. Filed Petition of the States of New York, Delaware, et al. for Appeal to the Supreme Court of the United States (2311).

June 25. Filed and entered order allowing appeal (2311).

June 25. Filed Bond on Appeal (2311) Approved, Stephen W. Brennan, U. S. D. J.

June 25. Filed Assignment of errors and prayer for reversal (2311).

June 25. Filed Citation on Appeal (2311).

June 25. Filed Statement calling attention to the provisions of Supreme Court Rule 12 (3) (2311).

June 25. Filed Petition of the Hon. Horace A. Hildreth, Governor of the State of Maine, et al. for Appeal (2311).

June 25. Filed and entered order allowing appeal (2311).

June 25. Filed Bond on Appeal (Approved, Stephen W. Brennan, U. S. D. J. 2311).

June 25. Filed Assignment of errors and prayer for reversal (2311).

June 25. Filed Citation on Appeal (2311).

June 25. Filed Statement as to jurisdiction upon appeal (2311).

June 25. Filed Petition of The Atchison, Topeka and Santa Fe Railway Co. et al. for appeal to the Supreme Court of the United States (2311).

June 25. Filed and entered order allowing appeal (2311).

June 25. Filed Bond on Appeal (Approved, Stephen W. Brennan, U. S. D. J. (2311).)

June 25. Filed Assignment of errors and prayer for reversal (2311).

June 25. Filed Jurisdictional Statement (2311).

June 25. Filed Citation on Appeal (2311).

June 29. Filed Statement calling attention to the provisions of Supreme Court Rule 12 (3) (2311).

July 1. Filed Certificate of service of papers on appeal (2311).

July 5. Proof of service of appeal papers (2311).

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July 13. Filed Joint Praecipe of the appellants designating the portions of the record to be transmitted to the Clerk of the United States Supreme Court (2311).

July 13. Filed Certificate certifying service of the various appeal papers upon counsel for the appellees (2311).

July 13. Filed Certificate certifying service of the joint praecipe upon counsel of record designated in the certificate (2311).

[fol. 2758] July 13. Filed Acknowledgments of service of appeal papers (2311).

July 17. Filed Acknowledgment of service of appeal papers by Chairman—Georgia Public Service Commission (2311).

July 19. Filed Acknowledgment of service of appeal papers by Edward H. Miller, David O. Mathews; Wendell Berge, Assts. to Atty. Genl. (2311).

July 19. Filed Acknowledgments of service of Joint Praecipe by J. A. A. Bornquist et al., Special Counsel, State of Minn.; Duane T. Swanson; Byron M. Gray, Atty. for States of Arkansas, Kansas, et al.; Walter R. Johnson, Atty. Genl.; H. Emerson Kokjer, Dep. Atty. Genl. for State of Nebraska and Nebraska State Railway Com.; J. C. Murray, R. E. Bruns; Robert F. Park for Alabama Public Service Com.; C. E. Logwood; Daniel W. Knowlton; Wendell Berge, Asst. Atty Genl.; David O. Mathews, Special Asst. to Atty. Genl.; Edward H. Miller, Special Asst. to Atty. Genl. (2311).

July 19 Filed Notice of Motion for entry of order directing original record be transmitted to Clerk, Supreme Court, proposed order & affidavit of service (2311).

July 20. Filed Notice of Motion for order authorizing Clerk to transmit original record (2311).

July 20. Filed Acknowledgments of receipt and service of following papers—Petition for Appeal filed June 25, 1946; Assignment of errors filed June 25, 1946; order allowing appeal entered June 24, 1946; Citation signed and filed June 25, 1946; Bond on Appeal filed June 25, 1946; Statement as to Jurisdiction on appeal filed June 25, 1946; Statement calling attention to the provisions of Supreme Court Rule 12 (3) filed on or about June 28, 1946;—by Wendell Berge, Asst. Atty. Genl.; Edward H. Miller & David O. Mathews, Spec. Asst. to Atty. Genl.; J. V. Norman, Atty. for State of Alabama, et al.; D. McDonald, Chairman,

Georgia Public Service Com.; James D. Smullen, Asst. Atty. Genl. for State of Texas; William Williamson, Atty. for Public Utilities Com. of S. Dakota; C. E. Logwood; J. A. A. Bornquist, Atty. State of Minnesota; J. C. Murray, Atty. for Gov. of Kansas et al.; C. B. Bee, Atty. for Hon. Robert S. Kerr, Gov. of State of Oklahoma et al.; Walter R. Johnson, Atty. Genl. H. Emerson Kokjer, Dep. Atty. Genl. Attys. for State of Nebraska, et al.; C. F. Kelsch, Atty. for Public Service Com; State of N. Dakota; Byron M. Gray, Atty. for States of Arkansas, et al.; Lewis Petteyway, Atty. for Florida R. R. Com.; Robert F. Park, Atty. for Alabama Public Service Com.; Neal E. Williams, Special Asst. Atty. Genl., States of N. D. et al.; Daniel W. Knowlton, Atty. for Interstate Commerce Commission (2311).

July 22. Filed Acknowledgment of service of Joint Praecipe by C. B. Bee, for Hon. R. S. Kerr, Gov. of Oklahoma, Corporation Commission, State of Oklahoma (2311).

July 22. Filed Acknowledgment of service of Joint Praecipe, by Lewis Petteway, Tallahassee, Fla. (2311).

July 22. Filed Statement calling at-ention to The Provisions of Supreme Court Rule 12 (3) by Attys. for The Atchison, Topeka and Santa Fe Railway Co. et al. (2311).

July 22. Filed Statement of contents of box containing record before Interstate Commerce Commission (2311).

July 22. Filed Statement of Ratio of out-of-pocket expenses—I. C. C. (2311).

July 22. Filed Notice of Motion for entry of order directing transmittal by Clerk of the District Court, N. D. N. Y. of the original record on appeal (2311).

July 26. Filed Motion for the entry of an order directing the transmittal of the original record on appeal (2311).

July 26. Filed Acknowledgment of service of Joint Praecipe by J. V. Norman, Counsel for the States of Alabama et al. 2311.

July 26. Filed and entered order on behalf of The Atchison, Topeka and Santa Fe Railway Co. et al. directing transmittal of the original record on appeal (2311).

July 26. Filed and entered order on behalf of the States of New York et al. authorizing transmittal of the original record on appeal 2311.

[fol. 2759] Clerk's Certificate to transcript omitted in printing.

[fol. 2760] IN THE SUPREME COURT OF THE UNITED STATES
OCTOBER TERM, 1946

Docket No. 343

[Title omitted]

Docket No. 345

[Title omitted]

NOTICE

To Counsel for all parties:

Please take notice that we are this day forwarding to the Clerk of the Supreme Court of the United States for filing in the above-entitled proceedings, the statement of points upon which The States of New York, Delaware, et al., appellants, in Docket No. 343, and the States of New York and Ohio, appellants, in Docket No. 345, intend to rely, and designation of the parts of the record necessary to be printed for the consideration of the said points, a copy of which is attached hereto and served upon you.

[fol. 2761] Dated this 13th day of August, 1946.

Parker McCollester, 25 Broadway, New York 4, N.Y.;
Kenneth L. Sater, 50 East Broad Street, Columbus, Ohio, of Counsel for Appellant States.

CERTIFICATE OF SERVICE

I hereby certify that true and correct copies of the foregoing notice and of the statement of points and designation of parts of the record therein referred to were mailed on this day to the counsel of record in the said cause whose names and addresses are set forth below.

Dated August 13, 1946.

Parker McCollester, of Counsel for Appellant States.

Receipt of a copy of the above notice, together with a copy of the statement of points and designation of parts of the record therein referred to, is hereby acknowledged on the date set opposite our respective names.

August —, 1946.

Wendell Berge, Esq., Assistant Attorney General of the United States, Department of Justice, Washington, D. C.

[fol. 2762] August —, 1946.
Edward H. Miller, Esq., Special Assistant to the Attorney General of the United States, Department of Justice, Washington, D. C.

August —, 1946.
David O. Mathews, Esq., Special Assistant to the Attorney General of the United States, Department of Justice, Washington, D. C.

August —, 1946.
Daniel W. Knowlton, Esq., Chief Counsel to the United States Interstate Commerce Commission, Washington 25, D. C.

August —, 1946.
J. V. Norman, Esq., Kentucky Home Life Bldg., Louisville, Ky.

August —, 1946.
Byron M. Gray, Esq., 608 National Bank of Topeka Bldg., Topeka, Kansas.

August —, 1946.
George T. Simpson, Esq., State Capitol Building, St. Paul, Minnesota.

August —, 1946.
C. E. Logwood, Esq., Public Service Commission of South Carolina, Columbia, South Carolina.

August —, 1946.
Robert F. Park, Esq., Alabama Public Service Commission, Montgomery, Alabama.

[fol. 2763] August —, 1946.
Lewis Petteway, Esq., Florida Railroad Commission, Tallahassee, Florida.

August —, 1946.
J. C. Murray, Esq., 231 Louisiana Street, Little Rock, Ark.

August —, 1946.
Neal E. Williams, Esq., Chamber of Commerce, Fargo, North Dakota.

August —, 1946.
H. Emerson Kokjer, Esq., Deputy Attorney General of Nebraska, State House, Lincoln, Nebraska.

August —, 1946.

Duane T. Swanson, Esq., State Capitol Building, Lincoln, Nebraska.

August —, 1946.

C. B. Bee, Esq., State Capitol, Oklahoma City 5, Oklahoma.

August —, 1946.

Walter R. McDonald, Esq., Georgia Public Service Commission, Atlanta, Georgia.

August —, 1946.

Jerry W. Carter, Esq., Florida Railroad Commission, Tallahassee, Florida.

August —, 1946.

Attorney General of the State of Texas, Austin, Texas.

[fol. 2764] August —, 1946.

Herbert T. Ferguson, Esq., Assistant Attorney General for the State of Wisconsin, 734 State Office Building, Madison, Wisconsin.

August —, 1946.

Kenneth L. Sater, Esq., 50 East Broad Street, Columbus, Ohio.

August —, 1946.

Robert Peacock, Esq., Deputy Attorney General for the State of New Jersey, Trenton, New Jersey.

August —, 1946.

Henry E. Foley, Esq., 10 Post Office Square, Boston, Mass.

August —, 1946.

Vincent G. Hart, Esq., 960 Fifth Avenue, New York, New York.

August —, 1946.

Hugh S. Jenkins, Esq., State House, Columbus, Ohio.

August —, 1946.

Douglas F. Smith, Esq., 11 South LaSalle Street, Chicago, Illinois.

August —, 1946.

H. C. Barron, Esq., Room 310, Union Station, Chicago, Illinois.

[fol. 2765] IN THE SUPREME COURT OF THE UNITED STATES

Docket No. 343

[Title omitted]

Docket No. 345

[Title omitted]

STATEMENT OF POINTS TO BE RELIED UPON AND DESIGNATION OF THE RECORD TO BE PRINTED—Filed August 14, 1946

Now come the States of New York, Delaware, Indiana, Maryland, Michigan, New Jersey, Ohio, Wisconsin and the Commonwealth of Pennsylvania, appellants in Docket No. 343, and the States of New York and Ohio, appellants in Docket No. 345, and state:

(1) That said appellants intend to rely in brief and oral argument before this Court upon each of the points made in their assignments of error on their appeals in the above entitled causes, and

(2) That the entire record in these causes as filed in this Court, pursuant to praecipe for the transcript of record, [fol. 2766] is necessary for consideration of the points to be relied upon.

Dated: August 13, 1946.

Parker McCollester, 25 Broadway, New York 4, N.Y.; Kenneth L. Sater, 50 East Broad Street, Columbus, Ohio, of Counsel for said Appellant States.

[fol. 2767] IN THE SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1946

No. 344

[Title omitted]

STATEMENT OF POINTS TO BE RELIED UPON AND DESIGNATION OF THE PARTS OF THE RECORD TO BE PRINTED—Filed August 14, 1946

Come now The Honorable Horace A. Hildreth, Governor of the State of Maine; The Honorable Charles M. Dale, Governor of the State of New Hampshire; The Honorable Mortimer R. Proctor, Governor of the State of Vermont; The Honorable Maurice J. Tobin, Governor of The Commonwealth of Massachusetts; The Honorable John O. Pastore, Governor of the State of Rhode Island; and The Honorable Raymond E. Baldwin, Governor of the State of Connecticut, the appellants herein, and adopt their assignments of error as their statement of points to be relied upon and represent that the whole of the record, as filed, is necessary for the consideration of the case.

Henry E. Foley, 10 Post Office Square, Boston 9, Massachusetts, Counsel for the Appellants.

August 9, 1946.

[fol. 2768] CERTIFICATE OF SERVICE

I, Henry E. Foley, attorney for the appellants in the above-entitled proceeding, hereby certify that true copies of said appellants' statement entitled—Sfatement of Points to be Relied upon and Designation of the Parts of the Record to be Printed—were mailed on this day to the following:

Wendell Berge, Esq., Assistant Attorney General of the United States, Department of Justice, Washington, D. C.

Edward H. Miller, Esq., Special Assistant to the Attorney General of the United States, Department of Justice, Washington, D. C.

David O. Mathews, Esq., Special Assistant to the Attorney General of the United States, Department of Justice, Washington, D. C.

[fol. 2769] Daniel W. Knowlton, Esq., Chief Counsel to the United States Interstate Commerce Commission, Washington 25, D. C.

J. V. Norman, Esq., Kentucky Home Life Building, Louisville, Kentucky.

Byron M. Gray, Esq., 608 National Bank of Topeka Building, Topeka, Kansas.

George T. Simpson, Esq., State Capitol Building, St. Paul, Minnesota.

C. E. Logwood, Esq., Public Service Commission of South Carolina, Columbia, South Carolina.

Robert F. Park, Esq., Alabama Public Service Commission, Montgomery, Alabama.

Lewis Petteway, Esq., Florida Railroad Commission, Tallahassee, Florida.

J. C. Murray, Esq., 231 Louisiana Street, Little Rock, Arkansas.

Neal E. Williams, Esq., Chamber of Commerce, Fargo, North Dakota.

H. Emerson Kokjer, Esq., Deputy Attorney General of Nebraska, State House, Lincoln, Nebraska.

Duane T. Swanson, Esq., State Capitol Building, Lincoln, Nebraska.

C. B. Bee, Esq., State Capitol, Oklahoma City 5, Oklahoma.

Walter R. McDonald, Esq., Georgia Public Service Commission, Atlanta, Georgia.

Jerry W. Carter, Esq., Florida Railroad Commission, Tallahassee, Florida.

James Noel, Esq., Assistant Attorney General, Austin, Texas.

[fol. 2770] The Attorney General of the State of New York, Albany, New York.

Parker McCollester, Esq., 25 Broadway, New York, New York.

Frank J. Clark, Esq., 25 Broadway, New York, New York.

Herbert T. Ferguson, Esq., Assistant Attorney General for the State of Wisconsin, 734 State Office Building, Madison, Wisconsin.

Kenneth L. Sater, Esq., 50 East Broad Street, Columbus, Ohio.

Robert Peacock, Esq., Deputy Attorney General for the State of New Jersey, Trenton, New Jersey.

Vincent G. Hart, Esq., 960 Fifth Avenue, New York, New York.

Hugh S. Jenkins, Esq., State House, Columbus, Ohio.

H. C. Barron, Esq., 1211 Railway Exchange Building, Chicago, Illinois.

Douglas F. Smith, Esq., 11 South LaSalle Street, Chicago 3, Illinois.

Dated this 10th day of August, 1946.

Henry E. Foley, Counsel for the Appellants in the Above-entitled Cause.

[fol. 2771] IN THE SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1946

Docket No. 345

APPELLANTS' STATEMENTS OF POINTS UPON WHICH THEY INTEND TO RELY AND DESIGNATION OF PARTS OF THE RECORD NECESSARY FOR CONSIDERATION—Filed August 8, 1946

Now come appellants, The Atchison, Topeka and Santa Fe Railway Company, et al., in compliance with Rule 13, Paragraph 9, of the Revised Rules of this Court, and state that:

(1) The said appellants intend to rely upon each of the points set out in the assignment of errors heretofore filed by the said appellants herein, and

[fol. 2772] (2) All parts of the record are necessary for the consideration of the points on which the said appellants rely, and should be embraced within the printed record.

Dated this 6th day of August, 1946.

H. C. Barron, Douglas F. Smith, Attorneys for The Atchison, Topeka and Santa Fe Railway Company, et al., Appellants.

Sidley, Austin, Burgess & Harper, 11 South LaSalle Street, Chicago 3, Illinois.

[fol. 2773] IN THE SUPREME COURT OF THE UNITED STATES,

OCTOBER TERM, 1946

Docket No. 345

NOTICE

To Counsel for all parties:

Please take notice that we are this day forwarding to the Clerk of the Supreme Court of the United States for filing in the above-entitled proceedings, the statement of points upon which The Atchison, Topeka and Santa Fe Railway Company, et al., appellants, intend to rely, and designation of the parts of the record necessary to be printed for the consideration of the said points, a copy [fol. 2774] of which is attached hereto and served upon you.

Dated this 6th day of August, 1946.

H. C. Barron, Douglas F. Smith, Attorneys for The Atchison, Topeka and Santa Fe Railway Company, et al., Appellants.

Sidley, Austin, Burgess & Harper, 11 South LaSalle Street, Chicago 3, Illinois.

Certificate of Service

I hereby certify that true and correct copies of the foregoing notice and of the statement of points and designation of parts of the record therein referred to were mailed

on this day to the counsel of record in the said cause whose names and addresses are set forth below.

Dated August 6, 1946.

Douglas F. Smith, Attorney for The Atchison, Topeka and Santa Fe Railway Company, et al., Appellants.

Receipt of a copy of the above notice, together with a copy of the statement of points and designation of parts of the record therein referred to, is hereby acknowledged on the date set opposite our respective names.

August —, 1946.

Wendell Berge, Esq., Assistant Attorney General of the United States, Department of Justice, Washington, D. C.

[fol. 2775] August —, 1946.

Edward H. Miller, Esq., Special Assistant to the Attorney General of the United States, Department of Justice, Washington, D. C.

August —, 1946.

David O. Mathews, Esq., Special Assistant to the Attorney General of the United States, Department of Justice, Washington, D. C.

August —, 1946.

Daniel W. Knowlton, Esq., Chief Counsel to the United States Interstate Commerce Commission, Washington 25, D. C.

August —, 1946.

J. V. Norman, Esq., Kentucky Home Life Bldg., Louisville, Ky.

August —, 1946.

Byron M. Gray, Esq., 608 National Bank of Topeka Bldg., Topeka, Kansas.

August —, 1946.

George T. Simpson, Esq., State Capitol Building, St. Paul, Minnesota.

August —, 1946.

C. E. Logwood, Esq., Public Service Commission of South Carolina, Columbia, South Carolina.

August —, 1946.

Robert F. Park, Esq., Alabama Public Service Commission, Montgomery, Alabama.

[fol. 2776] August —, 1946.

Lewis Petteway, Esq., Florida Railroad Commission, Tallahassee, Florida.

August —, 1946.

J. C. Murray, Esq., 231 Louisiana Street, Little Rock, Arkansas.

August —, 1946.

Neal E. Williams, Esq., Chamber of Commerce, Fargo, North Dakota.

August —, 1946.

H. Emerson Kokjer, Esq., Deputy Attorney General of Nebraska, State House, Lincoln, Nebraska.

August —, 1946.

Duane T. Swanson, Esq., State Capitol Building, Lincoln, Nebraska.

August —, 1946.

C. B. Bee, Esq., State Capitol, Oklahoma City 5, Oklahoma.

August —, 1946.

Walter R. McDonald, Esq., Georgia Public Service Commission, Atlanta, Georgia.

August —, 1946.

Jerry W. Carter, Esq., Florida Railroad Commission, Tallahassee, Florida.

August —, 1946.

James Noel, Esq., Assistant Attorney General, Austin, Texas.

[fol. 2777] August —, 1946.

The Attorney General of the State of New York, Albany, New York.

August —, 1946.

Parker McCollester, Esq., 25 Broadway, New York, New York.

August —, 1946.

Frank J. Clark, Esq., 25 Broadway, New York, New York.

August —, 1946.

Herbert T. Ferguson, Esq., Assistant Attorney General for the State of Wisconsin, 734 State Office Building, Madison, Wisconsin.

August —, 1946.

Kenneth L. Sater, Esq., 50 East Broad Street, Columbus, Ohio.

August —, 1946.

Robert Peacock, Esq., Deputy Attorney General for the State of New Jersey, Trenton, New Jersey.

August —, 1946.

Henry E. Foley, Esq., 10 Post Office Square, Boston, Mass.

August —, 1946.

Vincent G. Hart, Esq., 960 Fifth Avenue, New York, New York.

August —, 1946.

Hugh S. Jenkins, Esq., State House, Columbus, Ohio.

[fol.2778] Supreme Court of the United States

Nos. 343, 344 and 345, October Term, 1946

[Title omitted]

Order Noting Probable Jurisdiction—October 14, 1946

The statements of jurisdiction, motion to advance, and motion for a diminution of the printed record in these cases having been submitted and considered by the Court, probable jurisdiction is noted. The motion to advance is granted and the cases are assigned for argument on Monday, January 6, next. On consideration of the motion for a diminution of the printed record, it is denied.

[fol. 1]

EXHIBIT No. 5

BEFORE THE INTERSTATE COMMERCE COMMISSION

Class Rate Investigation, 1939: Docket No. 28300

Consolidated Freight Classification: Docket No. 28310

Statler Hotel, St. Louis, Missouri, July 10, 1941.

Met, pursuant to notice at 10 o'clock, A. M.

Before Division-2 of the Commission.

Commissioner Clyde B. Aitchison, presiding, Commissioner Walter M. W. Splawn, Commissioner J. Haden Alldredge, and a cooperating committee of the National Association of Railway & Utilities Commissioners, represented by:

Mr. John J. Murphy, South Dakota Public Utilities Commission;

Mr. George McConnaughy, Public Utilities Commission of Ohio;

Mr. H. W. Scott, South Carolina Public Service Commission.

Present: Paul O. Carter, Examiner. W. J. Koebel, Examiner.

Appearances:

Burt L. Smelker, Washington, D. C., appearing for Interstate Commerce Commission.

Charles A. Root, 311 State Capitol, Salt Lake City, Utah, appearing for Public Service Commission of Utah.

Walter R. McDonald, State Capitol, Atlanta, Georgia, [fol. 2] appearing for Georgia Public Service Commission and Southeastern Association of Railroad and Utilities Commissions.

John J. Bennett, Jr., Albany, New York;

Parker McCollester, 25 Broadway, New York City, New York; and

Charles E. Bell, Investment Building, Washington, D. C., appearing for the State of New York.

Harold E. Davidson; Walter Condran; C. B. Ellis; W. A. McClintock; Carl W. Reed, State House, Des Moines, Iowa, appearing for Iowa State Commerce Commission.

Hugh White, Montgomery, Alabama, appearing for Alabama Public Service Commission.

Robert E. Webb, Frankfort, Kentucky, appearing for Railroad Commission of Kentucky.

C. B. Bee, State Capitol, Oklahoma City, Oklahoma, appearing for Corporation Commission of Oklahoma.

Bennett Bond, State Capitol, Oklahoma City, Oklahoma, appearing for Corporation Commission of Oklahoma.

Cecil C. Cammack, State Capitol, Austin, Texas, appearing for State of Texas; Railroad Commission of Texas; and Attorney General of Texas.

Otto A. Radke, 401 State Office Building, St. Paul, Minnesota, appearing for Minnesota Railroad and Warehouse Commission.

L. R. Bitney, State Office Building, St. Paul, Minnesota, appearing for Minnesota Railroad and Warehouse Commission.

Curtis S. Hunter, State Capitol Building, Topeka, [fol. 3] Kansas, appearing for the State Corporation Commission of Kansas.

Ben C. Larkin and John M. Agreye, Bismarck, North Dakota, appearing for Public Service Commission of North Dakota.

P. A. Frye, Baton Rouge, Louisiana, appearing for State of Louisiana.

Thomas J. Herbert, and Kenneth L. Sater, State House, Columbus, Ohio, appearing for State of Ohio and Public Utilities Commission of Ohio.

Amos A. Betts, Wilson T. Wright, William Peterson, and L. G. Reif, Phoenix, Arizona, appearing for Arizona Corporation Commission.

Ray L. Riley and Howard S. Freas, State Building, San Francisco, California, appearing for California State Railroad Commission.

N. F. Bahrenburg, Supreme Court Building, Cheyenne, Wyoming, appearing for Wyoming Public Service Commission.

J. D. James, H. F. Cholet, and W. A. Weeks, Jefferson City, Missouri, appearing for Missouri Public Service Commission.

H. M. Nicholson, Raleigh, North Carolina, appearing for North Carolina Utilities Commission.

Amos O. Graves, State Building, Lansing, Michigan, appearing for Michigan Public Service Commission.

C. E. Schreiber, and Ivan A. Sherman, State Office Building, Madison, Wisconsin, appearing for Public Service Commission of Wisconsin.

[fol. 4] Frank E. Harrison, Jr., Tallahassee, Florida, appearing for the Governor of Florida, State Road Department of Florida and various shippers.

F. C. Hillyer, 52 West Bay Street, Jacksonville, Florida, and

J. W. Carter, Tallahassee, Florida, and Fred Pettijohn, Tallahassee, Florida, appearing for Railroad Commission of Florida.

J. A. Little; F. A. Good; Duane T. Swanson; Edwin Vail; and H. Emerson Kokjer, State House, Lincoln, Nebraska, appearing for State of Nebraska, and Nebraska State Railway Commission.

J. O. Hendley, War Memorial Building, Nashville, Tennessee, appearing for Railroad & Public Utilities Commission of the state of Tennessee.

J. C. Murray, Gazette Building, Little Rock Arkansas, appearing for State of Arkansas, and as Chairman, Steering Committee, for Southwestern States, Arkansas, Louisiana, Oklahoma and Texas.

T. E. Wood, State Capitol, Little Rock, Arkansas, appearing for Arkansas Corporation Commission.

E. Smith Reed, Room 306 State Capitol Building, Little Rock, Arkansas, appearing for Arkansas Agricultural & Industrial Commission.

H. E. Ketner, State Office Building, Richmond, Virginia, appearing for State Corporation Commission of Virginia.

[fol. 5] R. C. Fyfe, 202 Union Station, Chicago, Illinois, appearing for Western Classification Committee.

W. S. Flint, 143 Liberty Street, New York City, New York, appearing for respondents in Official Classification territory.

E. H. Dulaney and R. E. Boyle, Jr., 101 Marietta Street, Atlanta, Georgia, appearing for Southern Classification Committee.

B. H. Stanage, 816 Frisco Building, St. Louis, Missouri, appearing for St. Louis-San Francisco Railway Co.

Walter J. Kelly, 805 Transportation Building, Washington, D. C., appearing for Association of American Railroads.

J. P. Plunkett, 1120 Great Northern Building, St. Paul, Minnesota, appearing for Great Northern Railway Co.

Glenn F. Vivian, 416 Union Station, Chicago, Illinois, appearing for Western Class 1 Railroads.

L. E. Kipp, 218 Union Station, Chicago, Illinois, appearing for Western Trunk Lines, and Transcontinental Freight Bureau Lines.

Thomas P. Healy, 466 Lexington Avenue, New York City, New York, appearing for Eastern Rail Carriers.

H. C. Barron, 1211 Railway Exchange Building, Chicago, Illinois, appearing for Atchison, Topeka & Santa Fe Railway Co.

W. A. Northcutt, Louisville, Kentucky; % L. & N. R. R.;

C. P. Reynolds, 1110 Shoreham Building, Washington, [fol. 6] D. C.;

W. L. Grubbs, % Louisville & Nashville Railroad, Louisville, Kentucky;

H. E. Spencer, % Illinois Central Railroad, Chicago, Illinois;

Charles Clark, % Southern Railway, Washington, D. C.; and

J. G. Kerr, 101 Marietta Street, Atlanta, Georgia, appearing for rail carriers in Southern Freight Association territory.

Joseph F. Eshelman, 1740 Broad Street Station, Philadelphia, Pennsylvania, appearing for The Pennsylvania Railroad Company and system lines.

M. Carter Hall and Horace L. Walker, 1500 First National Bank Building, Richmond, Virginia, appearing for Chesapeake & Ohio Railway Company; Pere Marquette Railway Company; and New York, Chicago & St. Louis Railway Co.

J. R. Bell, 205 Transportation Building, Washington, D. C., appearing for Texas & New Orleans Railroad Co.

Dana T. Smith, 1416 Dodge Street, Omaha, Nebraska, appearing for Union Pacific Railroad Co.

C. A. Miller, 1120 Tower Building, Washington, D. C., appearing for The American Short Line Railroad Association.

Denver Jordan, 605 Henry Grady Building, Atlanta, Georgia, appearing for Atlanta, Birmingham and Coast Railroad.

W. W. Wolford, 352 Seaboard Air Line Railway Building, Norfolk, Virginia, appearing for Seaboard Airline Railway.

[fol. 7] M. G. Roberts, St. Louis, Missouri, appearing for St. Louis-San Francisco Railway and its Trustee.

H. L. Hanes, Union Station, Nashville, Tennessee, appearing for The Nashville, Chattanooga & St. Louis Railway and other southern lines.

James A. Gillen, Eldon M. Martin, and George Jeck, 547 West Jackson Boulevard, Chicago, Illinois, appearing for Chicago, Burlington & Quincy Railroad Company.

Wallace T. Hughes, 1025 La Salle Street Station, Chicago, Illinois, appearing for Frank O. Lowden, James E. Gorman, and Joseph B. Fleming, Trustees of The Chicago, Rock Island and Pacific Railway Company.

V. A. Roane, Crossett, Arkansas, appearing for Ashley, Drew & Northern Railway Company.

W. M. Carey, and J. A. Gallaher, Equitable Building, Denver, Colorado, appearing for Denver & Rio Grande Western Railroad Company, Wilson McCarthy and Henry Swan, Trustees.

J. Cibulka, 332 South Michigan Avenue, Chicago, Illinois, appearing for Chicago & Eastern Illinois Railroad Co.

Thomas H. Maguire, E. J. Hyett and Carson L. Taylor, 891 Union Station, Chicago, Illinois; and

R. S. Stephenson, 744 Union Station, Chicago, Illinois, appearing for Chicago, Milwaukee, St. Paul & Pacific Railroad Company and its trustees.

C. S. Edmonds, 1002 Fort Worth Club, Fort Worth, Texas, appearing for Fort Worth & Denver City Railway Co.

[fol. 8] J. A. Fisher, 623 Reading Terminal, Philadelphia, Pennsylvania; and

J. W. Hewitt, 405 Reading Terminal, Philadelphia, Pennsylvania, appearing for The Reading Co.

C. L. Ewing, 143 Liberty Street, New York City, New York, appearing for Central Railroad of New Jersey.

L. J. Cosney, 958 Mills Building, San Francisco, California, appearing for The Western Pacific Railroad Company.

A. E. Pfaff, 801 Terminal Tower, Cleveland, Ohio, appearing for New York, Chicago & St. Louis Railroad.

Conrad Olson, Northern Pacific Building, St. Paul, Minnesota, appearing for Northern Pacific Railway Company.

J. C. McGohan, 409 B. & O. Building, Baltimore, Maryland, appearing for The Baltimore and Ohio Railroad Co.

J. P. Ganly, 1540 Railway Exchange Building, St. Louis, Missouri, appearing for Missouri-Kansas-Texas Railroad and Southwestern rail carriers generally.

H. H. Larimore, George W. Holmes, and D. R. Lincoln, 2008 Missouri Pacific Building, St. Louis, Missouri, appearing for Missouri Pacific Railroad Company (Guy A. Thompson, Trustee).

P. H. Daniel, 502 Union Station Building, Galveston, Texas, appearing for Gulf, Colorado & Santa Fe Railway Co.

W. F. Knobeloch, Southwestern Freight Bureau, St. Louis, Missouri, appearing for Southwestern Railroads.

L. R. Nowotny, 1464 Railway Exchange Building, St. [fol. 9] Louis, Missouri, appearing for Wabash Railway Co., (Norman B. Pitcairn and Frank C. Nicodemus, Jr., Receivers).

E. H. Thornton, 310 Board of Trade Building, New Orleans, Louisiana, appearing for New Orleans Joint Traffic Bureau.

Henry G. Stern, 14th and Gentry, North Kansas City, Missouri, appearing for Koch Refrigerators Division, Koch Butchers Supply Co.

H. T. Ratliff, Hamilton, Ohio, appearing for The Champion Paper & Fibre Co.

H. Ignatius, 220 East 42nd Street, New York City, New York; and

C. E. Jones, Mobile, Alabama, appearing for International Paper Co.

Frank G. Moore, Barberton, Ohio, appearing for Pittsburgh Plate Glass Co.; Columbia Cement Division and Columbia Chemical Division, Southern Alkali Corporation.

Thomas W. Titsworth, 2 Rector Street, New York City, New York, appearing for Ebasco Services, Inc.

C. E. Elerick, 29-33 Pearl Street, N. W., Grand Rapids, Michigan, appearing for Grand Rapids Association of Commerce.

E. T. Hayes, 430 West Ohio Street, Chicago, Illinois, appearing for Container Corporation of America.

William H. Ott, Jr., 500 Peshtigo Court, Chicago, Illinois, appearing for Kraft Cheese Company.

M. L. Pieper, 406½ South 5th Street, Springfield, Illinois, [fol. 10] appearing for Chamber of Commerce of Springfield, Ill.

M. C. Lysle, 90 South 2nd Street, Memphis, Tennessee, appearing for Memphis Freight Bureau.

T. C. Maurer, 52 West Bay Street, Jacksonville, Florida, appearing for Florida Rate Conference and Jacksonville Traffic Bureau.

Carl A. Hansen, Savery Hotel, Des Moines, Iowa, appearing for Des Moines Chamber of Commerce.

C. R. Smith, 203 Terminal Building, Waterloo, Iowa, appearing for Waterloo-Cedar Falls Traffic Association.

Leo A. Howe, 106 North Court Street, Ottumwa, Iowa, appearing for Ottumwa Chamber of Commerce.

R. A. Potter, 254 Massachusetts Avenue, Cambridge, Massachusetts, appearing for New England Confectionery Co.

Ed P. Byars, 115 East 9th Street, Fort Worth, Texas, appearing for Forth Worth Freight Bureau, Chamber of Commerce of Fort Worth, and Texas Industrial Traffic League.

Merle D. Perry, Box 1708 Pittsburgh, Pennsylvania, appearing for American Institute of Bolt, Nut and Rivet Manufacturers.

Robert L. Schulz, 4949 West 65th Street, Chicago, Illinois, appearing for Johnson & Johnson.

E. F. Stecher, 1826 Diversey Parkway, Chicago, Illinois, appearing for Stewart-Warner Corporation and subsidiaries.

B. W. La Tourette, 314 North Broadway, St. Louis, Missouri, appearing for Truckmen of Missouri, Inc.; and [fol. 11] American Trucking Associations, Inc.

W. W. Klingensmith, 103 Tulsa Building, Tulsa, Oklahoma, appearing for Tulsa Chamber of Commerce.

A. H. Schwietert, 1 North La Salle Street, Chicago, Illinois, appearing for The Chicago Association of Commerce and Illinois Territory Industrial Traffic League.

C. E. Childe, 924 W. O. W. Building, Omaha, Nebraska, appearing for Mississippi Valley Association and Omaha Development Association.

E. S. De Pass, 2810 Buckingham Building, Chicago, Illinois, appearing for Evaporated Milk Association.

C. S. Connolly, Oconomowoc, Wisconsin, appearing for Carnation Company.

R. A. Ellison, 306 Neave Building, Cincinnati, Ohio, appearing for Cincinnati Chamber of Commerce, Ohio-Kentucky Associated Industries; and Casket Manufacturers Association of America.

H. B. McNeely, 320 North Meridian Street, Indianapolis, Indiana, appearing for Indianapolis Chamber of Commerce.

Herschel A. Hollopeter, 2nd Floor Board of Trade Building, Indianapolis, Indiana, appearing for the Governor of the state of Indiana, and Indiana Chamber of Commerce.

E. H. Berg, Athletic Club Building, St. Paul, Minnesota, appearing for St. Paul Association of Commerce.

Allen Dean, 320 West Lafayette Avenue, Detroit, Michigan, appearing for Detroit Board of Commerce.

[fol. 12] E. L. Hart, 302 Chamber of Commerce Building, Atlanta, Georgia, appearing for Atlanta Freight Bureau.

Charles Donley, Dravo Building, Pittsburgh, Pennsylvania, appearing for City of Pittsburgh, Pennsylvania; Pittsburgh Chamber of Commerce; U. S. Potters Association; The Chain Institute; Clay Sewer Pipe Association; National Electric Products Corporation; and Institute of Nut, Bolt & Rivet Manufacturers.

I. W. Preetorius, 500 North Dearborn Street, Chicago, Illinois, appearing for General Box Co.

W. R. Scott, 1419 Board of Trade Building, Kansas City, Missouri, appearing for The Board of Trade of Kansas City.

R. D. Ryder, 4115 Packers Avenue, Chicago, Illinois; and G. F. Tally, Union Stock Yards, Chicago, Illinois, appearing for Swift & Co.

Frederick F. Kator, 131 North Ludlow Street, Dayton, Ohio, appearing for The Mead Corporation.

H. D. Musick, Kingsport, Tennessee, appearing for Blue Ridge Glass Corporation.

William E. Gayle, 1228 First Huntington National Bank Building, Huntington, West Virginia, appearing for Traffic Bureau, Chamber of Commerce of Huntington.

J. George Mann, 1500 Jackson Street, N. E., Minneapolis, Minnesota, appearing for American Seed Trade Association.

Leslie Lacroix, Evansville, Indiana, appearing for Chamber of Commerce of Evansville.

[fol. 13] G. A. Nimmo, Suffolk, Virginia, appearing for Planters Nut & Chocolate Co.

Neal E. Williams, 1st Avenue and 5th Street, Fargo, North Dakota, appearing for the Attorney General of the State of North Dakota, and Chamber of Commerce of Fargo.

W. G. Burnette, 209 Lynch Building, Lynchburg, Virginia, appearing for Lynchburg Chamber of Commerce.

Paul T. Jackson, 502 Insurance Building, Oklahoma City, Oklahoma, appearing for Oklahoma Millers Association.

Clare B. Tefft, Commodore Perry Hotel, Toledo, Ohio, appearing for Toledo Chamber of Commerce.

Andrew H. Brown, 400 Union Commerce Building, Cleveland, Ohio, appearing for The Cleveland Chamber of Commerce and The Ohio Chamber of Commerce.

S. L. Foote, and W. A. Palmen, 910 Packers Avenue, Madison, Wisconsin, appearing for Oscar Mayer & Company.

T. W. Mackey, Cermak Road and Jefferson Street, Chicago, Illinois, appearing for The Western Shade Cloth Company.

F. E. Potts, Pine Bluff, Arkansas, appearing for Pine Bluff Chamber of Commerce.

K. A. Moore, New Center Building, Detroit, Michigan, appearing for Automobile Manufacturers Association.

Herman Mueller, 1700 City Hall, St. Paul, Minnesota, appearing for Port Authority of St. Paul.

O. H. Weaver, Griffin, Georgia, appearing for Pomona Products Co.

[fol. 14] F. A. Keiser, Duluth, Minnesota, (Medical Arts Building), appearing for Duluth Chamber of Commerce.

L. E. Luth, Winona, Minnesota, appearing for Winona-LaCrosse Joint Traffic Bureau.

Peter J. Naughton, Alliance Life Building, Peoria, Illinois, appearing for Peoria Association of Commerce.

William J. Petersen, 716 Insurance Building, Madison, Wisconsin, appearing for Wisconsin State Chamber of Commerce.

E. P. Daspit, Monroe, Louisiana, appearing for Brown Paper Mill Co., Inc.

A. D. Spottswood, 712 Arnstein Building, Knoxville, Tennessee, appearing for Tennessee Valley Authority.

W. H. Hendling, Spartanburg, South Carolina, appearing for Taylor Colquitt Co.

J. B. Jones, Danville, Virginia, appearing for Danville Chamber of Commerce and Southside, Virginia.

L. F. Orr, Arcade Building, St. Louis, Missouri, appearing for Pet Milk Company.

H. V. C. Wade, 904 East Main Street, Richmond, Virginia, appearing for Richmond Chamber of Commerce.

Harold G. Kazanjean, Naugatuck, Connecticut, appearing for Peter Paul, Inc.

Carl Giessow, 511 Locust Street, St. Louis, Missouri, appearing for St. Louis Chamber of Commerce.

Homer J. Conley, Fort Smith, Arkansas, appearing for Fort Smith Traffic Bureau, Liberty Glass Co., Bartlett-
[fol. 15] Collins Co., Kerr Glass Manufacturing Corporation, and National Furniture Traffic Conference.

Edmund A. Nightingale, School of Business Administration, University of Minnesota, Minneapolis, Minnesota, appearing for Minnesota Resources Commission.

A. J. Ribe, 600 Woodward Building, Birmingham, Alabama, appearing for Alabama Iron and Steel Shippers Conference.

R. F. Bohman, 206 Central Street, Gardner, Massachusetts, appearing for Heywood-Wakefield Co.; National Furniture Traffic Conference; and Furniture and Allied Products Traffic Committee of New England.

W. A. Gunn, Nashville, Tennessee, appearing for Ralston Purina Company.

T. M. Henderson, 409 Chamber of Commerce Building, Nashville, Tennessee, appearing for Nashville Freight Bureau, and Southern Traffic League.

Henry J. Saunders, 644 Transportation Building, Washington, D. C., appearing for Southern Governors' Rate Conference.

W. S. Creighton, Charlotte, North Carolina, appearing for North Carolina Traffic League, Southern Traffic League, and Charlotte Shippers & Manufacturers Association.

J. E. Bryan, 28 East Jackson Boulevard, Chicago, Illinois, appearing for Wisconsin Paper & Pulp Manufacturers Traffic Association.

W. J. Williamson, 925 South Homan Avenue, Chicago, Illinois, appearing for Sears Roebuck & Co.

[fol. 16] R. A. Morin, 2670 Elston Avenue, Chicago, Illinois, appearing for the Glidden Company.

W. A. Vahle and H. F. Klocker, 1700 South 2nd Street, St. Louis, Missouri, appearing for Monsanto Chemical Company.

G. E. Mace, 233 Broadway, New York City, New York, appearing for Merchants Association of New York, and Trunk Line Shippers Committee.

John C. Magness, 19 West 44th Street, New York City, New York, appearing for Glass Container Association.

William H. Day, 80 Federal Street, Boston, Massachusetts, appearing for Boston Chamber of Commerce, and New England Traffic League.

James H. Noble, 225 Broadway, New York City, New York, appearing for Wallpaper Institute.

J. R. Hafstrom, Menasha, Wisconsin, appearing for Marathan Paper Mills Co., Menasha Products Co. Division.

Bruce C. Sheron, 1307 University Court, Indianapolis, Indiana, appearing for U. S. Corrugated Fibre Box Co.

C. A. New, Memphis, Tennessee, appearing for Southern Hardwood Traffic Association, and Associated Cooperage Industries of America, Inc.

Warren H. Wagner, 711 Investment Building, Washington, D. C., appearing for Southern Governors Freight Rate Conference.

A. W. Fox, 28 East Jackson Boulevard, Chicago, Illinois, appearing for Wisconsin Paper & Pulp Manufacturers [fol. 17] Traffic Association.

Walter M. Wharton, 1705 W. O. W. Building, Omaha, Nebraska, appearing for Transportation Department, Omaha Chamber of Commerce.

B. E. Reed, 221 North La Salle Street, Chicago, Illinois, appearing for Cudahy Packing Co.

M. J. McMahon, 1801 Peré Marquette Building, New Orleans, Louisiana; and

F. L. Ruland, 111 North 4th Street, St. Louis, Missouri, appearing for Gaylord Container Corporation.

L. M. O'Leary, Fort Dodge, Iowa, appearing for Traffic Bureau, Fort Dodge Chamber of Commerce.

I. G. Bentley, 128 West Grand Avenue, Oklahoma City, Oklahoma, appearing for Oklahoma City Chamber of Commerce.

H. F. Sundberg, Cedar Rapids, Iowa, appearing for Chamber of Commerce Traffic Bureau of Cedar Rapids, and Eastern Interior Iowa Industrial Association.

A. E. Hueneryager, Administration Building, Zion, Illinois, appearing for Confectioners Traffic Association, National Confectioners Association of the United States, Zion Industries, Inc., and Zion Chamber of Commerce.

J. V. Norman, Kentucky Home Life Building, Louisville, *Kentucky Home Life Building, Louisville,* Kentucky, appearing for Southern Governors' Freight Rate Conference, representing the states of Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina.

[fol. 18] L. M. Shepardson, Post Office Box 563, Waco, Texas, appearing for Waco Chamber of Commerce.

R. J. Laubenstein, 8 Cady Land Building, Post Office Box 666, Green Bay, Wisconsin, appearing for Green Bay Association of Commerce.

John R. Davy, Sheboygan, Wisconsin, appearing for Wisconsin Manufacturers Association, and Sheboygan Association of Commerce.

G. A. Pendleton, 3rd Street, Three Rivers, Michigan, appearing for The Eddy Paper Corporation.

C. L. Fenstermaker, Kalamazoo, Michigan, appearing for Sutherland Paper Co.

James F. Dougherty, 132 West South Street, Kalamazoo, Michigan, appearing for Michigan Paper Mills Traffic Association.

William A. Moore, 160 Front Street, New York City, New York, appearing for American Zinc Institute, The New Jersey Zinc Company; and Shippers Conference of Greater New York.

Floyd C. Partridge, 401 Crisfield Building, Burlington, Iowa, apeparing for Burlington Shippers Association, Inc.

C. F. Real, Topeka, Kansas, appearing for The Topeka Chamber of Commerce, and Topeka Traffic Association.

W. M. Dyer, 1019 Beacon Building, Wichita, Kansas, appearing for Wichita Chamber of Commerce.

T. J. Slattery, 1028 Baltimore Avenue, Kansas City, Missouri, appearing for The Chamber of Commerce of Kansas [fol. 19] City.

O. J. Shafer, Kansas City, Missouri, appearing for Sheffield Steel Corporation.

Guy M. Springer, Jr., Pueblo, Colorado, appearing for Pueblo Chamber of Commerce.

C. J. Harriss, 604 1st National Bank Building, Enid, Oklahoma, appearing for Board of Trade of Enid, Oklahoma.

W. E. Rosenbaum, 952 Cotton Belt Building, St. Louis, Missouri, appearing for Anheuser-Busch, Inc.; Southern Acid & Sulphur Co.; Pioneer Cooperage Co. and Union Cooperage Co.; Illinois Cereal Mills, Inc.; and Central Illinois District Coal Traffic Bureau.

M. S. Allison, 608 South Dearborn Street, Chicago, Illinois, appearing for Federal-American Cement Tile Co.

E. R. Tanner, 310-12 San Francisco Street, El Paso, Texas, appearing for El Paso Chamber of Commerce, and El Paso Freight Bureau.

Doss H. Berry, 101 City Hall, Beaumont, Texas, appearing for City of Beaumont, Texas; Port of Beaumont, Texas; Beaumont Chamber of Commerce; Beaumont Rice Mills; Comet Rice Mills; and Tyrrell Rice Mills.

Ted Schwachhofer, Muskogee, Oklahoma, appearing for Merchants & Manufacturers Traffic Bureau.

Charles R. Seal, 22 Light Street, Baltimore, Maryland, appearing for Baltimore Association of Commerce, and Trunk Line Shippers Committee.

[fol. 20] T. J. McGinn, 1005 Savannah Bank Building, Savannah, Georgia, appearing for Savannah Port Authority.

E. B. Wilson, Post Office Box 74, Shreveport, Louisiana, appearing for Shreveport Chamber of Commerce.

C. O. Heinley, Hutchinson, Kansas, appearing for Hutchinson Chamber of Commerce.

H. M. Hancock, Salina, Kansas, appearing for Salina Chamber of Commerce.

J. K. Hiltner, Burlington, New Jersey, appearing for U. S. Pipe & Foundry Co., and Cast Iron Institute.

C. C. Hibbard, % Kingan & Co., Indianapolis, Indiana; and

George Patterson Boyle, 10 South La Salle Street, Chicago, Illinois, appearing for Kingan & Company, and Dairy Products Shippers.

Edward F. Ledwidge, Granite City, Illinois, appearing for East Side Manufacturers Association.

H. M. Frazer, Woolworth Building, New York City, New York, appearing for F. W. Woolworth Co.

D. A. Bandeen, Abilene, Texas, appearing for West Texas Chamber of Commerce, and Freight Rate Equality Federation.

John C. Ryan, 409 Victoria Building, St. Louis, Missouri, appearing for Belleville, Illinois, Chamber of Commerce.

H. J. Schroeder, Moline, Illinois, appearing for Deere & Co.

George M. Cummins, % Chamber of Commerce, Daven [fol. 21] port, Iowa, appearing for Davenport Chamber of Commerce, and Upper Mississippi River Cities Association.

R. H. Thompson, Newton Iowa, appearing for The Maytag Company.

M. L. Dickerson, Hodge, Louisiana, appearing for Southern Advance Bag & Paper Company, and North Louisiana Oil Traffic Association.

C. E. Widell, 1100 Stahlman Building, Nashville, Tennessee, appearing for Tennessee Manufacturers Association, and Southern States Industrial Council.

R. J. Henderson, Builders Exchange, Minneapolis, Minnesota, appearing for Minnesota & Ontario Paper Company.

L. F. Daspit, 1137 Canal Bank Building, New Orleans, Louisiana, appearing for Brown Paper Mill Co., Inc., et al.

A. F. Versen, 4503 South Kingshighway, St. Louis, Missouri, apeparing for St. Louis Local Meat Packers Association.

Joseph H. Donnell, Chamber of Commerce Building, Tampa, Florida, appearing for Southern Traffic League; Tampa Chamber of Commerce; Tampa Traffic Association; and The Florida Rafe Conference.

R. L. Flynn, 38 South Dearborn Street, Chicago, Illinois, appearing for Inland Steel Co.

C. G. Plowman, 735 Continental Oil Building, Denver, Colorado, appearing for Colorado Fuel and Iron Corporation.

C. G. Baker, 1063 39th Street, Des Moines, Iowa, appearing for The Dexter Company, and the Yeager Seed Company.

[fol. 22] Harvey F. Krogman, 209 North Fifth Street, St. Joseph, Missouri, appearing for St, Joseph Chamber of Commerce.

John W. Lowry, 228 Ohio Building, Akron, Ohio, appearing for Akron Chamber of Commerce.

James V. McMahon, 1203 Union National Bank Building, Youngstown, Ohio, appearing for Youngstown Chamber of Commerce.

F. A. Doebber, 300 Majestic Building, Indianapolis, Indiana, appearing for Citizens Gas and Coke Utility.

J. C. Iselin, 2801 Hereford Street, St. Louis, Missouri, appearing for Blackmer & Post Pipe Company.

T. R. Atchison, St. Louis, Missouri, appearing for Ralston Purina Company.

E. M. Hinkle, % Arkansas Fuel Oil Company, Shreveport, Louisiana, appearing for Arkansas Fuel Oil Company.

James J. Hoban, 1214 North 2nd Street, East St. Louis, Illinois, appearing for Hunter Packing Company.

A. G. T. Moore, New Orleans, Louisiana, appearing for Southern Pine Association.

F. A. Cameron, Sullivan Square, Charleston, Massachusetts, appearing for W. F. Schrafft & Sons Corporation.

Edgar Watkins, Jr., Bona Allen Building, Atlanta Georgia, appearing for Southern Motor Carriers Rate Conference and American Trucking Associations.

A. L. Reed, 1902 Santa Fe Building, Dallas, Texas, appearing for Southwestern Motor Freight Bureau, Inc., and American Trucking Associations, Inc.

[fol. 23] J. D. Hughett, 1805 Santa Fe Building, Dallas, Texas, appearing for Southwestern Motor Freight Bureau, Inc.

Chester G. Moore, 616 South Michigan Avenue, Chicago, Illinois, appearing for Central States Motor Freight Bureau, Inc.

C. F. Jackson, 1424 16th Street, N. W., Washington, D. C., appearing for American Trucking Associations, Inc., and National Motor Freight Classification.

J. R. Turney, 1001 15th Street, N. W., Washington, D. C., appearing for Central States Motor Freight Bureau, and American Trucking Associations.

Kenneth G. Foster, Jr., 2437 West 21st Place, Chicago, Illinois, appearing for Foster Freight Lines.

D. C. Stone, 124 West 4th Street, Kansas City Missouri, appearing for Riss & Company, Inc.

Leo E. Golden, 410 Asylum Street, Hartford, Connecticut, appearing for Eastern Motor Freight Conference, Inc., and American Trucking Associations, Inc.

George Shuler, Jr., 701 Jackson Street, Topeka, Kansas, appearing for The Kansas Motor Carriers Association, Inc.

D. T. Waring, Earle Building, Washington, D. C., appearing for Middle Atlantic States Motor Carrier Conference, Inc., and American Trucking Associations, Inc.

Charles E. Cotterill, 70 East 45th Street, New York City, New York, appearing for Middle Atlantic States Motor Carrier Conference, Inc.

[fol. 24] William Roscoe Staggs, Post Office Box 619, Texarkana, Texas, appearing for Southwestern Transportation Co.

C. E. Bellew, 1017 Walnut Street, Des Moines, Iowa, appearing for Western Trunk Line Motor Common Carriers Bureau.

G. M. Brewer, 419 West Second Street, Wichita, Kansas, appearing for The Santa Fe Trail Transportation Company.

G. Lloyd Wilson, Room 122, 2501 Q Street, N. W., Washington, D. C., appearing for Office of Price Administration and Civilian Supply, United States Government.

Frank P. Aughnay, 1957 University Avenue, St. Paul, Minnesota, appearing for Northwest Tariff Bureau, Inc.

L. Roy Wood, Box 2261, Little Rock, Arkansas, appearing for Arkansas State Highway Commision.

[fols. 25-26] Proceedings

Com. Aitchison: The Commission has set for hearing at this time and place Docket No. 28300, Class Rate Investigation, 1939, and Docket No. 28310, Consolidated Freight Classification. Division-2 has sitting with it this morning Commissioners Murphy of South Dakota, McConnaughy of Ohio, and Scott of South Carolina, comprising a Cooperating Committee of State Commissioners. The Commission has designated Mr. Burt L. Smelker, of the Bureau of Inquiry, to appear as attorney for the Commission in this proceeding, and assist in the development of the record. Mr. Smelker will examine the witesses for the Commission whose names are given in the notice of hearing. It is unnecessary to do so, but I will state that Mr. Smelker, who will present the case, will have no part whatever in the decision. The appearances will not be called for, but will be listed by the reporter. Commissioner Splawn will make an announcement with respect to copies of the exhibits which are mentioned in the notice of hearing.

Com. Splawn: As you have been advised, each one who entered an appearance at the pre-hearing conference at Chicago has received copies of the exhibits which will be offered at this hearing. All others who have advised the Secretary of the Commission of their intention to be present and participate in the hearing here, have also been furnished copies. We have decided to limit the distribution here to counsel. Counsel who are here presumably have already [fol. 27] obtained copies. Perhaps other counsel have come in, expecting merely to follow the hearing here, and par-

ticipate at some later hearing. If you do not have copies of the exhibits, if you will ask Examiner Koebel, he will furnish you with copies. However, assistants to counsel, and those who do not intend to participate as counsel at this or some future hearing, will not ask for copies of the exhibits. After this hearing, if enough of the general public have filed requests, we may have other copies run off; but at this time the number of copies is so limited that we must follow the policy just announced.

Com. Aitchison: Any procedural matters which it is desired to take up, can be taken up with Mr. Koebel or with Mr. Carter, Examiners of the Commission, outside of the hearing room, or in the hearing room after this session has adjourned. Now, if there are no further preliminary matters to be taken up, we will proceed with the examination of the witnesses in the order named in the notice of hearing. Mr. Smelker.

Mr. Smelker: Dr. Stevens, please.

William Harrison Spring Stevens was sworn and testified as follows:

Direct examination.

By Mr. Smelker:

Q. Will you state your full name, please.

A. My name is William Harrison Spring Stevens.

Q. What is your present occupation?

A. Assistant director of the Bureau of Statistics, Interstate Commerce Commission.

[fol. 28] Q. How long have you been connected with the Commission?

A. A little less than five years.

Q. Will you state briefly the extent of your education, please.

A. I graduated from Colby College with the degree of A. B.; studied at George Washington University; Cornell; the University of Chicago; and the University of Pennsylvania; receiving the degree of Ph. D. from the University of Pennsylvania.

Q. Have you ever had any other Government connections, other than with the Interstate Commerce Commission?

A. Yes, sir, approximately 20 years with the Federal Trade Commission as Special Expert and Assistant Chief Accountant.

Q. What teaching experience have you had?

A. Approximately 25 to 30 years at various universities, including Columbia University, the University of Pennsylvania, Tulane University; American University; University of Maryland; and Johns Hopkins.

Q. State briefly the extent of your research experience.

A. My research experience covers practically the entire period of my academic and government research work, covering a period of approximately 30 years.

Q. Have you been the author of any writings or publications?

A. Yes, sir, approximately 30-odd articles for various scientific publications, including the Havard Business Review, Journal of Business of the University of Chicago, Quarterly Journal of Economics, American Economic Review, Columbia Law Review, Georgetown Law Journal, and others.

[fol. 29] Q. Have you made a study of the natural resources of the several freight rate territories of the United States?

A. I have.

Q. And have you set up in the form of an exhibit, the results of that study?

A. I have.

Mr. Smelker: If your Honors please, we now offer for identification the exhibit that has just been referred to by the witness, as exhibit No. 1.

Com. Aitchison: It will be marked.

(Exhibit No. 1, Witness Stevens, marked for identification.)

By Mr. Smelker:

Q. Please state briefly, Dr. Stevens, how this exhibit was prepared.

A. This exhibit was prepared by me, with the assistance of Mr. George M. Saharov, associate economist of the Bureau of Statistics of the Interstate Commerce Commission, and Mr. Edward C. Bryant, junior statistician of the same Bureau. I personally prepared the larger proportion of the exhibit myself, and Mr. Saharov and Mr. Bryant,

under my supervision, prepared the remainder of the exhibit.

Q. What have you to say concerning the purpose of the exhibit?

A. The purpose of the exhibit is to lay the foundation for the basic economic conditions prevailing in the different freight rate territories, with regard to natural resources; something that, so far as I know, has never been brought [fol. 30] together in this particular form, previously.

Q. What can you say as to the truth and accuracy of the statements contained in the exhibit?

A. In the main, the statements contained in the exhibit are based entirely upon the tables, which are purely factual, which are presented in the exhibit; and are merely attempts to summarize the figures that are contained in the tables without other comment.

Q. Are the sources of the material that was used in compiling the exhibit, shown in the text?

A. They are.

Q. Have you any other comments, Dr. Stevens, that you desire to make concerning the exhibit?

A. I have not.

Mr. Smelker: You may cross examine.

By Com. Aitchison:

Q. Well, if you were asked separately about the matters and things which are set forth in this exhibit, would your answer be that with respect to each one of them they are, to the best of your knowledge and belief, true and correct?

A. Yes, sir.

Mr. Smelker: If your Honors please, I offer exhibit No. 1 in evidence.

Com. Aitchison: If there is no objection, the exhibit is received.

(Exhibit No. 1, Witness Stevens, received in evidence.)

[fol. 31] Com. Aitchison: Have you anything further Mr. Smelker?

Mr. Smelker: Nothing further, your Honor.

Com. Aitchison: Cross examine. We will hear first from respondents.

Cross-examination.

By Mr. Barron:

Q. Doctor, do I understand that all of the data that is contained in your exhibit No. 1 has been taken from publications of the government, or other sources that you consider authoritative?

A. The great bulk of all of the information that is contained in the exhibit has been drawn from direct government sources or quasi government sources. In other words, a good deal of the data has been taken from reports of the National Resources Planning Board, which you may consider as a governmental or quasi-governmental organization, depending on your opinion. In other instances, some so-called secondary material has been introduced by reason of the fact that direct information from government publications was not as a matter of fact available. In certain instances controversial matters, or matters which are considered as controversial, have been dealt with in this exhibit, —for example, the question of the extent of petroleum reserves, as an illustration. At one point, for example, I introduce the testimony—or rather, I should say, the statement of a noted chemical engineer, who does not believe that the petroleum reserves of the United States are nearly [fol. 32] so far exhausted as a great many people would have us believe. So far as I know, with possibly some minor qualifications, it is the best available information that there is on the particular topics in question.

Q. Throughout your exhibit you have referred to the authority for the figures, have you not?

A. Yes, sir.

Mr. Barron: If the Commission please, I notice that in Dr. Stevens' Exhibit No. 1 he has included Transcontinental territory. It is true, of course, that the issues here are limited to the territory referred to in the notice of hearing, which is east of the Rocky Mountains.

Com. Aitchison: No, that is not correct, as to Docket No. 28310, the Consolidated Freight Classification proceeding.

Mr. Barron: Well, then, in so far as Dr. Stevens' exhibit 1 is concerned, do I understand that that exhibit will go to the entire United States, as far as Docket 28310 is concerned?

Com. Aitchison: It is perfectly obvious that we are going to decide this case on the basis of the issues as they are made and we should not be called upon to state what weight will be given to an exhibit at this stage of the hearing,—other than to say it will be confined to the issues.

Mr. Barron: That is satisfactory. With the explanation of Dr. Stevens, I have no further questions on cross examination.

Com. Aitchison: Is there further cross examination?

[fol. 33] Mr. Bee: I would like to ask just one or two questions, please.

Com. Aitchison: Mr. Bee.

By Mr. Bee:

Q. Dr. Stevens, do you think it not as important to have the actual production of the resource commodities that you treat of, as it is to have the reserves, as you treat of them in your exhibit No. 1?

A. Well, my exhibit No. 1 was based upon the proposition that we would use the actual resource figures where the resource figures were available, and where actual resource figures were not available, we were forced, naturally, to use some other basis. For example, agricultural resources do not lend themselves to a statement of reserves, so consequently throughout we have used the production figures, value of products figures, and data of that sort. I have no question in my own mind but what both sets of figures are pertinent, but we did not feel that, in the case of energy minerals, for example, and in the case of minerals generally, the production was as important as were the reserves. Unfortunnately, the figures for the reserves either of energy minerals or minerals, mineral products themselves, are not in all cases available, and therefore we have introduced, in a number of instances, the production figures as giving the best information of what the resources of the particular territories were. In other words, we have, as we view it, the best available data that there is.

[fol. 34]. Q. Well, do you not think that it would be advisable, and advantageous to the Interstate Commerce Commission, in its consideration of the natural resources, to give the Commission the actual production as well as the reserves? I am not asking you to do it, of course.

A. As far as the minerals are concerned, I would hesitate to express an opinion about that definitely without giving

the matter some further consideration. We started with the proposition that we were trying to establish what the natural resources were, which of course led to the definition, in turn, of what the reserves were. We found out before we had progressed very far that we could not get the reserve figures for many of these items, and therefore we decided to use the other figures, where it was necessary to do so. I would not want to say absolutely that figures of the kind you refer to are not material, in a case such as minerals, where we have used basically the reserve figures.

Q. Now, I note that in table 57, you show a potential cotton crop of 32,136,00 bales. Now, would it not be better to go on the actual production, rather than take a potential, which possibly has never been reached in the history of the United States, and never will be reached in the history of the United States?

A. Well, as I say, we started on the theory that we were going to try to find out what the natural resources were, [fol. 35] and therefore, on all agricultural commodities, we have attempted to get at the potential; and the best way to do that, as near as we could figure it, seemed to be to take the maximum acreage of a particular area, or as applied to a particular group, and the maximum production ascertained for the group, and multiply the two together in order to establish the approximate potential capacity for production that the particular area had; and I would be inclined to say that a figure of that kind, if you are attempting to compare the natural resources, would be a preferable figure to the figure of actual production, which necessarily must be related to a specific year.

Q. Well, if your largest year of production was approximately $19,000,000——

Mr. Bell: Bales.

By Mr. Bee:

Q. —or rather, was approximately 19,000,000 bales and you show a potential production of 32,000,000 plus, and you are going to base freight rate revenues, or rail revenues upon a potential production, do we not have a false figure in the record, as a premise, rather than to take at least the maximum production that you have ever had, of a given group within a reasonable period of time in the past?

A. I think that your criticism is justified if it is confined to cotton, but if you consider the thing from the standpoint of the relation of cotton to other agricultural groups, I do not think that the total volume represented by the poten-[fol. 36] tial is particularly material. It is the relationship, as I see it, that is important, from the standpoint of the Commission's decision with regard to these freight rate cases; and not the question of absolute volume as such.

Q. Well, do you not think that it would be advisable, if the Commission were advised as to what the actual production figures were upon these commodities, as well as the potential production of the resources?

A. Just a moment, please. Along with the potential figures in table 67, for many of the groups, we show production for the year 1939; so the potential is related to the production in a number of cases, in a great many cases—I think as a matter of fact in practically all cases.

Q. Now, Dr. Stevens, let me ask you just one more ques- and then I think I am through. Is it logical——

Com. Aitchison: Just a moment, please. Do not debate with the witness what is logical. That is our job.

Mr. Bee: I understood, if the Commissioner please, that he is here as an expert economist.

Com. Aitchison: He is.

Mr. Bee: And I thought that it would be proper for me to get an opinion from an expert.

Com. Aitchison: But he is not an expert on logic. Leave that to us. Table 67, which relates to sorghum, as the witness stated a moment ago, shows production as well as the potential——

[fol. 36a] Mr. Bee: For 1939.

Com. Aitchison: Now, if you wish to show something else, we will be very glad, Mr. Bee, at the proper time, to receive it.

Mr. Bee: Well, if your Hnoor please, we ourselves expect to introduce something along this line, but we saw no objection to asking this witness, who is recognized, I think, throughout the country as one of the experts, as one of the men who really have this class of information, if he did not think this class of information is as valuable as that which he has presented to the Commission. We certainly do not criticize his presentation, or what he did. That is all I have.

Com. Aitchson: All right. Is there any further cross

examination? By the way, Mr. Bee, your cross examination has been on behalf of whom, please?

Mr. Bee: The Southwestern Steering Committee, composed of—do you want the members?

Com. Aitchison: Yes, I think it would be well to have the record show them.

Mr. Bee: —Mr. Murray of Arkansas; Mr. Cammack, representing the attorney general and the Railroad Commission of the State of Texas; and Mr. Frey; representing the governor and the Commission of the State of Lousiana. Mr. Murray represents the governor and the Commission of the State of Arkansas; and I represent the governor and [fol. 37] the Commission of the state of Oklahoma. The four represent the Steering Committee.

Com. Aitchison: Hereafter, then, we will understand that that is what is meant by the Southwestern Steering Committee.

Mr. Bee: Yes.

Mr. Norman: If the Commission please.

Com. Aitchison: Mr. Norman.

Mr. Norman: I represent the Southern Governors' Freight Rate Conference, including 7 southern states. I have but a very few questions that I would like to ask the witness.

By Mr. Norman:

Q. Doctor Stevens, referring to table 37, part 4, pages 6-a and 6-b, where you show the classification of land as excellent, good, fair, and so forth: I will ask you if that is not a changing rather than a fixed quantity?

A. Well——

Q. In other words, is it not possible, and is it not often done, that by using certain improved methods, land is changed from fair, we will say, to good, so that its classification would be changed, probably, from year to year?

A. I am not an expert on soil erosion, or on soils, but I would say that only within very, very narrow limits is that true. Of course, irrigation will increase production, so that it can put poor land into good land, or into excellent land, and in the same way, the drainage of swamp land can do the same thing for that type of area. But as I understand it, these particular classifications, aside from factors of that [fol. 38] kind, are not subject to any great changes,—except

that land may deteriorate from soil erosion, and otherwise. In other words, the bringing back of the land can in many cases be done if a sufficient expenditure of time, effort, and so forth, is put upon it; but that very seldom, in the course of the development of the country, so far as I know, has been done,—with the qualification, as I say, of swamp land and irrigable land.

Q. Well, of course you know that there are movements on foot, particularly in the south, in connection with the TVA, and the Department of Agriculture, to improve the productivity of the land.

A. That is true.

Q. Now, in the table in part IV, 28a, where you show the value of crops, you make the statement that the value of the crops, the higher value, in the south, is due——

A. Pardon me. What is that table again, please?

Q. On page 28a.

A. In part IV?

Q. Yes.

A. Very well.

Q. —to the higher farm prices, the higher prices of farm crops, in the south. Now is it not also in part due to the kind of crops raised, such as tobacco and cotton?

A. Yes.

Q. As you state on page 21.

[fol. 39] A. That is correct, yes, sir—as stated elsewhere in the record, that statement is correct.

Mr. Norman: That is all.

Com. Aitchison: Is there further cross examination? (No response.) There seems to be none. Have you anything further, Mr. Smelker?

Redirect examination.

By Mr. Smelker:

Q. Have you any further comment to make on your exhibit No. 1, Doctor?

A. I have not.

Mr. Smelker: Then you may step down.

(Witness excused.)

Mr. Smelker: Dr. Edwards.

FORD K. EDWARDS, was sworn and testified as follows:

Direct examination.

By Mr. Smelker:

Q. You may state your full name, please, Dr. Edwards.
A. Ford J. Edwards.
Q. What is your occupation at the present time?
A. I am principal economist, in charge of the Cost Section of the Bureau of Statistics, Interstate Commerce Commission.
Q. What are your duties, as such?
A. My duties embrace supervision over the analysis of cost data, cost evidence, which is given to the Bureau of [fol. 40] Statistics by the Commission for study and report. They also embrace the design of cost procedures, or cost formulas, in those cases where the Commission, on its own motion, requests or directs the carriers to develop costs in accordance with instructions furnished by the Commission.
Q. Will you state briefly the extent of your education.
A. I have a degree in Electrical Engineering from Iowa State College. For two years I held a Fellowship in Transportation at Yale University. In 1927 I received an M. A. degree from Yale, majoring in transportation; and in 1933 I received my Ph. D. degree from Yale University in the field of economics.
Q. Will you review your past experience in some detail.
A. I have had approximately one and a half years of experience in the plant and engineering department of the Nebraska Bell Telephone Company and the American Telephone & Telegraph Company. I have had about 2 years' experience with the Union Pacific Railroad, first as a clerk in the Authority for Expenditures Bureau of the Maintenance of Way Department, and later, for some months as a signal helper, in signal maintenance work, on various parts of the system. In 1926, I arranged with the Pennsylvania Railroad, during the summer of that year, to take what might be described as a short course in railroad operation. Under this program it was arranged that I should work on each type of job classification in the operating department, and under the program arranged [fol. 41] I worked from a few days to some weeks as a student yard clerk, student yard brakeman, student road

brakeman, student fireman, student train dispatcher, student towerman, and I also spent some time in station work in the shops; I spent some time going out with wrecking crews; I made a large number of impact recorder tests; attended safety meetings; and generally, worked on practically all jobs long enough to obtain a brief knowledge of the nature of the operation.

Com. Aitchison: We hope, Doctor, it was not a knowledge so brief but what you remember it still.

The Witness: Perhaps that word "knowledge" was ill-chosen, Mr. Commissioner.

By Mr. Smelker:

Q. Will you go ahead from there, please, Doctor.

A. I might just add, I have had plenty of time to refresh my memory since that period.

Q. Go ahead.

A. One of the conditions of that experience was that I should make a complete report of everything I did, and everything I learned, and I presume that those reports are to be found in the files of the Pennsylvania Railroad. Incidentally, during that period I was carried on the payroll as a master mechanic. The arrangements for that experience were made with Mr. R. C. Morse, who is now vice-president of the Pennsylvania Railroad in the New York zone, and who at that time was general superintendent [fol. 42] of the northern region of the Pennsylvania. I have had about one and one-half years experience with the Motor Transit Company of Southern California, a large operator of trucks and buses, principally the latter. My work for this company required a traffic analysis and cost analysis of the operations of this concern, and also the preparation and presentation of data before the state regulatory body. I also spent about a year and a half with the Pacific Greyhound Lines, working as an assistant to the superintendent of transportation, on problems having to do with the coordination of service of the 16 or 17 bus lines that were being consolidated during the period that I was with that company. Their operations embraced the length of the Pacific Coast. For five years I was assistant professor of Public Utilities & Transportation at the University of Southern California, conducting courses in

transportation, traffic management, transportation problems, public utility regulation, public utility valuation, statistics, corporation and finance, money and banking, economics, and various other related subjects. During the period 1934 to 1935, I was chairman of the California State Chamber of Commerce Statewide Committee, that drafted a comprehensive program for truck regulation, which was adopted by the state legislature in 1935. For four years I was Transportation Economist and Examiner with the California Railroad Commission. My work there may be roughly divided somewhat as follows: a period of approxi-
[fol. 43] mately one year was spent in developing a cost finding procedure for marine terminals, and the development of a proper rate structure for marine terminal operation. A period of about six months was spent in developing costs for ferryboat operation in San Francisco Bay, and also the development of the proper rate structure for that operation. A similar period of about six months was spent on electric lines. For a period of approximately one year I devoted my time wholly to the subject of rail cost findings. Approximately two or three months were first spent in obtaining a working familiarity with the accounting statistics maintained by the principal carriers in the state of California. This was followed by a period of two or three months, during which I obtained a working familiarity with the train operations and yard operations of those carriers. Another period of two or three months was spent in reviewing the various cost finding procedures and formulas that had been used in proceedings before the California Commission, and also in reviewing the procedure used in the principal cases that were heard before the Interstate Commerce Commission. Following this background, a cost finding formula was developed and introduced in proceedings before the California State Commission. Approximately one month was spent in making a test application of that formula, through what was practically a blanket operation over all of the lines of the Southern Pacific Company. This also involved the making of certain yard studies at the principal terminals in
[fol. 44] California, and at certain junction points. I also spent considerable time making an analysis of the cost evidence introduced by rail lines, truck lines, and water lines in cases where competitive rates of those respective carriers were involved. As an Examiner, I heard a sub-

stantial number of cases, principally involving abandonment proceedings where cost evidence was involved.

Q. What writings or publications have you authored, Doctor Edwards?

A. I have written a book entitled "Principles of Motor Transportation," published by McGraw-Hill Company, in 1933. I have also made a study entitled "Rail Cost Finding for Ratemaking Purposes," which was published by the California Railroad Commission, and introduced as exhibit No. 2 in case 4402 before that Commission. I have also written a paper entitled "Marine Terminal Cost Finding for Ratemaking Purposes," which was published in the proceedings of the Pacific Coast Association of Port Authorities, for 1939.

Q. Have you prepared a cost study of performing railroad freight service in the various rate territories for 1939, including cost scales by territories and classes of equipment?

A. Yes, sir.

Q. In what form have you prepared the exhibits which comprise this study?

A. This study has been published in two sections. The [fol. 45] first is entitled "Railroad Freight Service Costs in the Various Rate Territories, 1939." This first statement contains the textual or explanatory material. The second statement is entitled "Railroad Freight Service Costs in the Various Rate Territories, 1939; Cost Scales by Territories, and Classes of Equipment." This larger size statement contains the cost scales themselves, and in addition, various supporting tables summarizing the unit costs and other data by territories.

Mr Smelker: If the Commission please, we now offer for identification the two exhibits which the witness has just discussed.

Com. Aitchison: They will be marked as exhibits Nos. 2 and 3, in the order in which you have referred to them.

Mr. Smelker: "Railroad Freight Service Costs in the Various Rate Territories, 1939", will be exhibit No. 2; that is, the smaller of the two exhibits will be exhibit No. 2; and the larger exhibit will be exhibit No. 3.

(Exhibits Nos. 2 and 3, Witness Edwards, marked for identification.)

By Mr. Smelker:

Q. Now, Dr. Edwards, have you anything to say concerning the method of construction of these two exhibits?

A. No, sir, I have not. I believe that the exhibits are self-explanatory. However, much to my regret, I find that there are some typographical errors in the textual data, [fol. 46] which I would like to correct on the record at this time. Those corrections have been picked up in the copies which have been distributed this morning, and most of them I believe have been made in the copies which were sent out by mail; but there may be some copies which have not had the corrections made in them.

Q. Is the list of corrections a very long one, Doctor?

A. No, sir, it is not. It is relatively short.

Mr. Smelker: If the Commission please, we would like to have the corrections read into the record at this time.

Com. Aitchison: For the purpose of clarity, I will say that the witness is referring to exhibit No. 2 for identification.

The Witness: Please refer to exhibit No. 2 for identification, page 19. The caption reading "Territorial Rate Comparisons" should be changed to read "Territorial Cost Comparisons". On page 22 of exhibit 2 for identification, in the second paragraph, see sentence beginning with line 10. This should read as follows: "The average loads developed for South and East in this case were 45.0 tons and 50.8 tons respectively." In other words, the two figures that were shown there were reversed. Next see page 100, table 38. The caption of the column which states "Weight of Trains Including Locomotive and Tender (Tons)" should be changed to read "excluding" instead of "including." See page 122, table 3, account No. 401, where the figure for the year 1937 should be changed from [fol. 47] 101.68 to 101.86. For the year 1938 the figure reading 106.74 should be changed to 107.43. The figure for 1939, in the 1939 column, reading 106.74, should be changed to 107.43. See also page 122, table 3, footnote 3, the last line, where the figures reading "3.5-26" should be changed to read "4 26". That completes the corrections. Those corrections do not affect the cost computations.

By Mr. Smelker:

Q. Dr. Edwards, are the sources of material which were used in the compilation of these exhibits, indicated in the text in all cases?

A. Yes.

Q. Now what can you say as to the purpose of these two exhibits?

A. The purpose of this study is to provide territorial cost data that may be used in determining the relative transportation cost in the respective rate territories, and that may be of aid in the development of territorial class rate scales.

Q. Have you any other comments to make on the exhibits, Doctor Edwards?

A. No, sir.

Mr. Smelker: If the Commission please, at this time we offer in evidence exhibits 2 and 3.

Com. Aitchison: Is there objection? (No response.) They are received.

(Exhibits Nos. 2 and 3, Witness Edwards, received in evidence.)

[fol. 48] Com. Aitchison: Have you anything further, Mr. Smelker?

Mr. Smelker: No further questions.

Com. Aitchison: The respondents may cross examine.

Mr. Plunkett: I have a few questions, if the Commission please. I am appearing on behalf of the Western Lines.

Cross-examination.

By Mr. Plunkett:

Q. As I understand it, Doctor, these scales were made under your direction by the Cost Section of the Interstate Commerce Commission. Is that correct?

A. Yes, sir.

Q. They purport to show the average cost of handling freight in the several territories, do they not?

A. Yes.

Q. They do not purport to show the cost of handling any particular commodity, do they?

A. No, sir, except in so far as the cost of handling a particular commodity is governed by the class of equip-

ment in which it is handled, the average net load, and the percentage of empty return for the type of equipment which is used.

Q. And also that it possesses these average characteristics that you have displayed in these cost scales?

A. Yes, sir. This study was designed to reflect average cost, mainline and branch line, through train and way-freight operation, and for all sizes of terminal operation.

Q. They do not purport to show the cost of transporting [fol. 49] a given shipment in one territory, as compared with the cost of transporting the same shipment the same distance in another territory, do they?

A. Well, that depends on what you mean by "a given shipment." They reflect the average cost of handling a given shipment in one territory as related to the average cost of handling that same shipment in other territories—yes, sir.

Q. What they purport to show is the cost of handling the average kind of commodity that is handled, in one territory, compared with the cost of handling the average kind of commodity handled in another territory; is that right?

A. No, sir, I would not say that that was right. I do not know what you mean by "the average kind of commodity."

Q. Well, the average consist of traffic, the average haul, and the like.

A. Perhaps it would make it a little clearer if I stated that in the Pocahontas region there is no doubt but what our average costs are colored by the fact that probably 85 per cent of the traffic consists of coal traffic, that is moved under peculiar conditions that are not also common to merchandise traffic.

Q. That is precisely the point that I was going to bring out, Doctor.

A. Yes.

Q. The fact that the Pocahontas region deals almost exclusively in bituminous coal, which is a low-cost traffic, [fol. 50] colors the cost of handling traffic in that territory. Now, conversely, is it not true, from these exhibits, that the highest-cost territory is the New England region?

A. That is right.

Q. And is that due in part to the fact that in the New England region, the "average commodity" consists of

manufactured articles which are a relatively high-cost traffic?

A. That may contribute to that situation, yes, sir.

Q. Well, then, does it not follow, Doctor, that the relative cost in the different territories depends to some extent at least upon the consist of traffic in those territories?

A. The costs, as they are developed, reflect the manner in which the average traffic in a particular territory is handled. In the Pocahontas area, the average traffic consists of coal, and it is true that that traffic is handled in heavier trains than the merchandise traffic. In other regions, I am not convinced that there is any one commodity of such outstanding importance, that is handled in a manner so peculiar, and so different than the average traffic, which as you say would substantially color the average cost that we have developed.

Q. But it would have some effect on the average cost, would it not? Perhaps it would not be so marked as in the Pocahontas region, but it would have some effect at least, would it not?

A. I wish you would explain a little bit further, please, what you mean in that regard.

[fol. 51] Well——

A. Give me an example.

Q. Take the example we have already discussed. Is it not a matter of degree, in other territories, as to the relative importance—or the relative proportion of low-cost traffic and heavy-cost traffic?

A. I would not necessarily say so—if I understand your question—no, sir. There may be some tinge there, however, if you want to put it that way.

Q. Well, is it not also affected by the proportion of main line and branch line operations in the various territories?

A. Yes.

Q. Is it not a fact that it costs a great more per hundred pounds to transport freight in branch line operation than it does in main line operation?

A. Yes, sir, that is correct. The full distributive cost on branch line is greater than it is on main line,—at least, as a rule it is.

Q. Now, Dr. Edwards, I have in mind two operating divisions of the Great Northern Railway, for the purpose of illustration. One is what is known as the Spokane Division, from Spokane, Washington, to the Pacific Coast. That

division is 48 per cent branch line. The division just east of that, over the Rocky Mountains, known as the Kalispell Division, is only 7 per cent branch line. We find, from [fol. 52] statistics that have been gathered by the Great Northern Railway, that it costs over twice as much to handle traffic on the Spokane Division, with 48 per cent branch line, as it does to handle traffic on the Kalispell Division, with 7 per cent branch line. Would that conform to your experience, as to relative cost?

A. Well, I do not know about that particular ratio. However, I would say that your implication is correct, that if one division has more branch line, or more branch line traffic than another division, the average cost on the first division will be greater, providing those branch lines are characteristic branch lines, with a light traffic density.

Q. Yes, that is what I had in mind.

A. (Continuing:) Or are operated over with lightweight local trains.

Q. Well, now, Doctor, if you had the relative cost of handling all freight on the Spokane Division, and on the Kalispell Division, would you say that those relative costs would show the relative cost of handling a carload of lumber over the main line of the Spokane Division on the one hand, and over the main line of the Kalispell Division on the other hand?

A. No, sir, they would not show the main line cost. That was not our intent. We were interested in blanket averages or composite weighted averages, that would reflect all operating conditions, assuming that one rate scale for example was applied uniformly at a level which, if applied [fol. 53] to all movements, main line and branch line, would cover all cost of operation, main line and branch line.

Q. To get the average cost, then—or the relative cost of handling a shipment over the main line of the two divisions, you would have to have a more refined cost study than the one you have produced, would you not?

A. Yes, sir. In other words, we would never use the formula which was used in this case, in any case where we were interested in main line operation only, or in the movement of particular trains. We had to develop this formula particularly for this type of cost.

Q. That is what I thought.

A. Yes.

Q. Now, Doctor, I understand that these cost scales are based upon operation for one year; is that right?

A. Yes, sir.

Q. The year 1939.

A. Yes.

Q. Is it not true that a study of operations, based upon one year, is not a reliable guide for the determining of costs?

A. Well, sir, I would not say that, no, sir; I would not say that that necessarily follows. If there has been some drastic change in the nature of railroad operation, or in the volume of traffic handled, since the study was made, then no doubt it would be true that the cost would be [fol. 54] affected,—at least that portion of the cost which is not variable with volume of traffic. Those expenses which are variable with volume of traffic we assume would rise and fall in proportion to changes in the traffic, and hence the cost for those items would remain somewhere near constant.

Q. But the costs that vary with the rise and fall of traffic, as shown by your studies, represent not more than half of your less-than-carload cost, or of your all-inclusive cost, including 5¾ per cent return on investment; that is right, is it not?

A. Yes, sir, that is right. In this connection, however, I might raise another point, and that is this, that we were also faced with the problem, in getting the costs, as to what period to use. Our usual procedure is to take the last available annual accounting period. Now, we realize that by the time we get the studies completed, there may have been a 10 percent or 15 per cent change in the traffic, and that may throw our figures out by a few per cent. So we have to recognize that situation, and possibly make adjustments, or estimates. However, in this case here, we were interested to a substantial extent in the relative cost between the territories, so that the cost for one year gave us some evidence of probative value in the record, even though the following year the cost would be as a whole lesser or greater.

Q. Now in the western district we are dependent to a great extent upon crop situations, are we not?

[fol. 55] A. Yes, sir.

Q. And a crop failure in the year covered by the study, would greatly increase the cost per hundred pounds in that territory, would it not?

A. Well, if your traffic fell away drastically, your managements would no doubt curtail expenses drastically, likewise, so I would not say that there would be a great change, although there might be a change. I know that during the period of the depression, the carriers showed a phenomenal ability to attune their expenditures to their income, or in other words, to their traffic volume. However, your point is correct, particularly when one considers the return upon investment. The value of the property does not change with traffic volume; but if one considers what we have referred to as cost level-*V*, including return upon investment, then the cost would fluctuate with substantial changes in the volume of traffic.

Com. Aitchison: Let me interpose a question right there, Mr. Plunkett.

Mr. Plunkett: Yes, your Honor.

By Com. Aitchison:

Q. With the exception of your last computation, cost basis-*V*, would your exhibits Nos. 2 and 3 lend themselves to being brought down to date simply by the use of the 1940 annual reports, or would further information be necessary?

A. We would probably have to ask the carriers for [fol. 56] some supplemental information concerning the breakdown of their expenses by territories, and the separation of station expense, again, between yard labor and other. We could not rely wholly upon the annual reports. I think we would practically have to repeat our process. However, that can always be done for any period, providing the time is available.

Com. Aitchison: Proceed, Mr. Plunkett.

By Mr. Plunkett:

Q. In your exhibits Nos. 2 and 3, Doctor, you have referred to 5 cost levels, *I* to *V* inclusive.

A. Yes.

Q. Your exhibit No. 3 shows cost level *II* only, set forth in the form of a table; is that right?

A. Yes, sir.

Q. Cost level No. *I*, I understand to be the out-of-pocket cost.

A. Yes, sir.

Q. And you have not shown that anywhere in the exhibit, have you?

A. Not in exhibit 3, no, sir.

Q. And in exhibit 2, you have only shown it by the percentage of cost level-*II*; is that right?

A. Yes, sir. That refers to the figure of 80 per cent.

[fol. 57] Q. Cost level-*II*, which you have shown in detail in your exhibit 3 is neither the out-of-pocket cost nor is it the all-inclusive cost, is that right?

A. That is right. It includes the operating expenses, rents and taxes.

Q. So it could not be used, could it, either for the purpose of determining minimum rates which would refer to out-of-pocket costs, or maxium rates, which would be measured by the all-inclusive costs?

A. That is right. It is merely a base figure from which the other levels can be computed.

Q. So that if a shipper wanted to determine what the cost of handling his shipment was, he could not refer to exhibit No. 3 and get it without some computation, bringing in these factors you have not included?

A. That is right, unless he was referring to cost level-*II*, and that would depend upon the level of cost in which one was interested at the time.

Q. Certain of your cost levels include passenger deficits and L. C. L. deficits?

A. Yes.

Q. Am I correct in that?

A. That is right.

Q. In those you have introduced the element of revenue.

[fol. 58] Is revenue a natural part of a cost study?

A. No, sir. It is not a natural part of a cost study. However, I am somewhat of the opinion that a cost study that includes that feature is of limited usefulness. I say that, because in an industry of joint costs, whether it is a packing plant or a railroad, where one distributes the expenses to the various products or services produced on a use basis, on a cost basis, and certain of those services or products fail to cover—that is, the revenues from them fail to cover the expenses distributed to them, then one must take into consideration the lack of revenue or the re-

venue needs as a supplement to the cost evidence in order to obtain a figure that has economic significance for the purpose of pricing the commodity that must bear and if the industry is to survive has to bear the amounts by which, what we might call the by-products, fail to cover their share.

Q. In arriving at the passenger deficit, for example, you have included as part of the passenger cost not only the out-of-pocket cost, but also interest on investment and taxes, rents, and everything else?

A. That is right.

Q. That same is true, is it not, Dr. Edwards, in determining the cost of handling less than carload traffic, the less than carload deficits?

A. That is true. That is our recognition of the fact that [fol. 59] these other services fail to contribute anything toward a return for the simple reason that they do not even cover their full distributed share of the operating expenses including overhead. That being so, if a carrier is to earn any predetermined rate of return, whether it is 4 per cent, 5 per cent or 5¾ per cent, it inevitably follows that the burden of earning that return must rest upon the carload freight traffic.

Q. I would understand from your exhibit No. 2 that these cost scales were prepared from the studies of about 135 class 1 railroads?

A. That is correct.

Q. How did you select the particular railroads which you studied, Dr. Edwards?

A. We selected the class 1 railroads.

Q. Now, in your exhibit No. 2 you have included in your studies the lines of the Burlington Railroad in Illinois, Montana, and Wyoming, and you have not included the Burlington Lines in Western Trunk Line territory proper, which constitute a great part of the Burlingon Railroad. I was wondering why that was omitted.

A. In the operations entitled "Operations in Northern Illinois," we included all lines of the Chicago, Burlington & Quincy Railroad in the state of Illinois. That is true.

Q. Yes.

[fol. 60] A. In the operations entitled "Western Trunk Line territory," we included all lines of the Chicago, Bur-

lington & Quincy Railroad in the states of Missouri, Iowa, Wisconsin, Nebraska, South Dakota, Kansas and Colorado.

Q. Are you reading from your exhibit No. 2?

A. No, sir.

Q. Oh.

A. I am reading from supplementary information, a supplemenntary statement as to how we broke down by territories those railroads separated by territories.

Q. I got my information for the question from page 16 of your exhibit No. 2, wherein you list the railroads which you have studied in Western Trunk Line territory.

A. Yes.

Q. I do not find the Burlington listed among them.

A. Well, that appears to be an oversight in listing the railroads included in territory No. 8. We included in territory No. 8 the operations of the Chicago, Burlington & Quincy Railroad Company in the states I just mentioned, and also we included in Mountain Pacific territory the operations of the Chicago, Burlington & Quincy Railroad Company up in the states of Montana and Wyoming.

Q. Well, do you wish to correct your exhibit No. 2 to show that with respect to the Burlington?

A. I think that would be very well.

[fol. 61] Mr. Plunkett: I think that would be well, for the record.

The Witness: Please refer to exhibit No. 2, page 16, item 8. There should be added to the lines of railroad at the foot of page 16 the following: "Chicago, Burlington & Quincy Railroad Company, operations in the states of Missouri, Iowa, Wisconsin, South Dakota, Nebraska, Kansas and Colorado."

Com. Aitchison: The exhibit may be so corrected.

By Mr. Plunkett:

Q. Now, Dr. Edwards, I understand that as part of the work of preparing these cost scales, you first made separate cost studies for each railroad that lay entirely in one territory?

A. Yes.

Q. Then you made separate cost studies for each portion of a railroad that lay in more than one territory, if I understand it correctly?

A. Yes.

Q. Where a railroad lay all in one territory, did you obtain all of your information from the annual reports, or was part of it obtained from questionnaires?

A. Part of it was obtained from questionnaires.

Q. Where a railroad lay in more than one territory, the breakdown by territories was obtained from the questionnaires?

A. That is right.

Q. When were these questionnaires sent out, about?

A. These questionnaires were sent out in November.

[fol. 62] Q. When were they required to be answered?

A. I believe the carriers were asked to reply within two weeks.

Q. That was a rather short time, was it not?

A. Yes. A short time.

By Com. Aitchison:

Q. What year?

A. 1940.

By Mr. Plunkett:

Q. Was all of the information called for in the questionnaire of such a character that the carriers had it available, or did some of it have to be estimated?

A. Some of the information had to be estimated.

Q. You have referred to that in your exhibit No. 2, I believe, have you not?

A. Yes. Exhibit No. 2 I think refers to the questionnaire, which provided for certain estimates.

Q. As to the separation of a railroad by territories, that had to be done in various ways, did it?

A. Yes, sir. When we approached this subject, we were faced with the problem of breaking down the statistics and the expenses of about 20 large railroads between territories. In that case we went back to our file in Ex Parte 122. I refer to this case because it was in connection with that case that accountants of the Interstate Commerce Commission visited the offices of all the railroads and obtained a file of their method by which they accrued their statistics.

From that we were able to determine on what basis a rail-[fol. 63] road could give us a breakdown. In one or two instances we found that the railroads had changed their practices since that file had been obtained, in which case we

worked out some other basis with them. That was the way we approached that problem.

Q. Now, if the boundary line between two operating divisions coincided with the boundary line of the territories that you were studying, I take it that you used the operating division separation as the basis for separating by territories?

A. Yes.

Q. Is that right?

A. That is right.

Q. Now, in northern Illinois is it not true that the Chicago terminals were included in one or more divisions of the railroads that operate from that state?

A. Yes.

Q. Is that right?

A. That is right.

Q. So that you have placed into northern Illinois all of the terminal expense at Chicago, is that right?

A. Yes. In the territory designated as "northern Illinois", we endeavored to place in there the terminal operations of all the Western Trunk Line railroads operating into Chicago in order that we would be able to group those operations either with the eastern territory or Western Trunk Line territory as might be seen fit at some later date.

[fol. 64] Q. Now, the first step in your study was the separation of expenses between freight and passenger, was it not?

A. Yes. That, however, is provided for in the annual reports. That involves no——

Com. Aitchison: You have answered it, Doctor, when you said "Yes".

The Witness: Pardon me?

Com. Aitchison: You answered it when you said "Yes".

The Witness: Pardon me.

Com. Aitchison: Proceed, Mr. Plunkett.

By Mr. Plunkett:

Q. Do you consider the separation between freight and passenger which the carriers make annually in their annual reports as a proper basis for ascertaining freight operating costs in a cost study?

A. I think it is sufficiently accurate for our purposes.

Q. Did you make any check to determine the accuracy of the separation between freight and passenger?

A. No, sir. However, in as much as any amounts too large and too small amounts had been charged against the passenger traffic and passenger revenue failed to cover that, the amount was placed against freight traffic in any event, so that any error in the separation between freight and passenger ultimately has no bearing on the development of what I consider to be the significant cost levels.

Q. That is because the table which would include the passenger deficit did not allow for any errors in the separation [fol. 65] between freight and passenger, is that right?

A. Yes. It washes itself out.

Q. But level No. 2, which is the one you have shown on your exhibit No. 3, would not bring in that factor, would it?

A. No, sir.

Q. Your exhibits show that in making this cost study you followed a formula known as form A?

A. Yes.

Q. Is that right?

A. That is right.

Q. That has not been introduced in evidence.

A. No, sir.

Mr. Plunkett: Mr. Chairman, may it be understood that we can refer to form A as though it were a part of this record, or should it be introduced as part of the record?

Mr. Smelker: If the Commissioners please, we have plenty of copies of the exhibit here and they can be introduced at this time.

Mr. Plunkett: It would seem as though it ought to be part of the record, because we will want to refer to it.

Com. Aitchison: Let Mr. Plunkett have a copy. He can introduce it.

Mr. Smelker: I have a copy here which I can give to Mr. Plunkett.

Mr. Plunkett: Thank you, Mr. Smelker.

Mr. Smelker You can introduce that copy.

[fol. 66] Mr. Plunkett: I will ask that that exhibit be marked for identification as exhibit No. 4.

Com. Aitchison: It may be so identified.

(Exhibit No. 4, Witness Edwards, marked for identification.)

Mr. Plunkett: We now offer in evidence exhibit 4.

Com. Aitchison: Without objection, it is received in evidence.

(Exhibit No. 4, Witness Edwards, received in evidence.)

Com. Aitchison: Off the record.

(Discussion outside the record.)

Com. Aitchison: On the record. Proceed, Mr. Plunkett.

By Mr. Plunkett:

Q. Now, in applying form A, which has been introduced in evidence as exhibit No. 4, as I understand it you started off first with maintenance of way, maintenance of equipment and transportation expenses?

A. Yes, sir.

Q. The first step was the separation of those expenses between terminal and line haul or terminal and running, as you have designated them?

A. That is right.

Q. Is that correct?

A. That is right.

Q. There are many expenses, are there not, that do not readily fall into one of those two categories, terminal and line haul, that are common to both?

[fol. 67] A. Yes, such as traffic expenses and general overhead expenses.

Q. I had in mind maintenance of way, maintenance of equipment and transportation.

A. No. Maintenance of way, maintenance of equipment and transportation fall into those categories very well, I think.

Q. Was it not necessary to apply a good many percentages to many of those accounts?

A. Well, with respect to maintenance of way, the carriers currently make a separation of their maintenance between yard tracks, running tracks and way or switching tracks. Are you referring to the carriers' own procedures in making that separation?

Q. No. I refer to your procedure.

A. Oh.

Q. What about station expense, maintenance of stations? Did you not have to make an arbitrary separation there?

A. No. There is no separation of station expense. That was treated on an assignment basis, with the exception, however, of the so-called running portion of station expense, namely, the time of dispatchers and operators engaged in issuing train orders and such, and that——

Q. Did you not arbitrarily—pardon me. Go ahead.

A. —and that constituted the separation between running and terminal.

[fol. 68] Q. Did you not arbitrarily charge 15 per cent of repairs to stations and office buildings to running expenses and 85 per cent to station?

A. Yes. That is right.

Q. And with respect to repairs to freight cars, you assigned 70 per cent to running and 30 per cent to terminal?

A. No, sir.

Q. How did you arrive at the separation of repairs to freight cars between terminal and running?

A. That was separated between the time factor and running factor. The time factor was separated between running and terminal operation on an active car day basis, while the running portion was separated between—the mileage portion on car repairs was separated between running expenses and terminal expenses on an equated car mile basis.

Q. How did you separate between the time basis and the running basis?

A. That was separated on the basis of studies made by the engineering section of the Bureau of Valuation.

Q. Is that where you got the 70 per cent?

A. Yes. That refers to mileage and time, and not to running and terminal.

Q. When was this study made by the engineering section?

A. It was made during the latter part of 1940.

Q. Did it deal with all railroads or certain railroads?

[fol. 69] A. It dealt with several railroads. I would say it dealt with all railroads.

Q. Did you make an arbitrary apportionment of freight car depreciation between time and running the same way?

A. I do not know what you mean by the term "arbitrary apportionment".

Q. I will strike out the word "arbitrary".

A. We made an apportionment based upon a study made by the engineering section of the Bureau of Valuation as to what was the proper separation.

Q. Were those percentages 45 per cent and 55 per cent?

A. Yes.

Q. After you had separated the expenses between terminal and running, you then separated the running expenses between those that you associated with revenue freight car miles and those that you associated with gross ton miles?

A. Yes.

Q. Is that right?

A. That is right.

Q. How did you determine in your own mind which of these expenses should be associated with freight car miles and which with gross ton miles?

A. Those expenses that were associated with revenue car miles were those expenses which were largely independent of the weight of the load in the car, namely, the inter-train [fol. 70] and intra-train switching expenses and interchange switching expenses.

Q. In your table 19 of your exhibit No. 2 you show the extent to which various operating expense accounts vary with traffic, and as you have computed them, for example, you show that 80 per cent of the expense of renewing ties in running tracks vary with traffic and 20 per cent does not; and that no part of the repairs of fences, snow sheds and signs, no part of roadway buildings, telegraph and telephone lines, power plants and several other items were regarded as varying with traffic, is that right?

A. That is right.

Q. That being true, how could you logically determine that those accounts which did not vary with traffic should be apportioned on the basis of freight car miles instead of gross ton miles or some other basis? Why wouldn't one be just as good as the other?

A. Because we feel that the gross ton mile basis is the fairest distribution of those expenses which are not affected by the change in the volume of traffic. We considered distributing them, for example, on a train mile basis, but it did not seem a reasonable and proper distribution, for example, that the use made of right-of-way fence by a two-car train was the same as a 100-car train.

We considered distributing them on a car mile basis, but [fol. 71] it was felt there that the shipper that loads his car places a heavier load in the car and uses one car instead of two, makes a different use than the shipper who uses two

cars. We felt that the use varied more with the weight than it did with the car itself.

We also considered distributing them on a ton mile basis, but there again we considered that the car was noting but a packing box for the load itself, and that when we give consideration to the package, we should also give consideration to both the container and the load within the package. We also realized that the train miles, the car miles and net ton miles all varied to more or less degree with the gross ton miles, which is the composite factor reflecting what we might achieve by using all of the other items. As a result, for those reasons, in our judgment we elected to distribute those expenses which are not affected by use on a gross ton mile basis.

Q. Now, you have distributed part of them on a freight car mile basis, have you not?

A. We distributed those expenses, such as inter-train and intra-train switching and interchange switching, which we treated as variable with distance—we treated those on a revenue car mile basis.

Q. Did you assume that depreciation of freight cars varied 100 per cent with use?

[fol. 72] A. Oh. I beg your pardon. I missed your point. Yes. The repairs and depreciation on freight train cars chargeable to the running service were distributed on a car mile basis.

Q. And the non-variable proportion as well as the variable proportion was distributed on the same basis?

A. Yes, because we did not consider that there was any non-variable portion of freight train car maintenance or depreciation, for the reasons stated in the report.

Q. Now, in making the separation by territories was it necessary to indulge in some assumptions, that is, to apply some arbitrary per cents to arrive at the separation?

A. There were a few cases in the distributing of station expenses, for example, where we found that the carriers could give us a satisfactory breakdown of their operating expenses, rents—well, operating expenses, I would say—by territories, but of course we had to have those expenses accompanied by a like separation of their operating statistics, such as gross ton miles, car miles and so forth.

In the case of station expenses, certain — the carriers, while making a statistical and expense breakdown on a basis suitable to us, did not make a comparable breakdown of their cars originated and terminated, in which case we had to use an arbitrary basis. However, our feeling in the matter was that that only dealt with a small portion of the expense on a few railroads and when grouped with [fol. 73] the total territorial expenses, it would not significantly affect the average cost for those territories.

Q. Were there many railroads that did not break down their locomotive repairs by districts?

A. Yes. There were quite a number that did not. I believe—well, I do not want to guess on that. Probably half or more did not.

Q. You say probably half or more did not?

A. I believe half or more did not.

Q. Where they did not break them down, as I understand your form A, you assigned 40 per cent of this expense on the basis of locomotive miles and 60 per cent on the basis of locomotive ton miles?

A. Yes.

Q. Is that correct?

A. Yes.

Q. Where did you get those percentages?

A. Those percentages go back to the study I made while I was with the California Railroad Commission, and reflected findings concerning the operations of the Southern Pacific, Western Pacific and Santa Fe on the Pacific Coast. We also put that question to the engineering section of the Bureau of Valuation and asked them to give us a prorate that would reflect all conditions. Their finding was verified, or was the same as what we had found in [fol. 74] California. Therefore we used those percentages.

Q. Now, to test out that method, I assumed that we did not know what the locomotive repairs expense was on the Great Northern or the Burlington, two railroads that adjoin one another, but I did know the total expense for the two lines. I did know the locomotive miles and the locomotive ton miles. I applied your formula and I found that the computed locomotive repairs expense for the Great Northern was two and a half million dollars and for the Burlington, was three and one-quarter million

dollars, whereas; as a matter of fact, the actual expense of the Great Northern was three and a half million dollars and for the Burlington, was only two million three hundred thousand dollars. Would not that indicate that that basis was not accurate for the purpose for which you used it?

A. That basis represents an approximation. That is a problem that we face. We faced the problem of separating the locomotive maintenance between territories for a carrier that operated locomotives in different territories but kept no record by classes of equipment.

Com. Aitchison: I would like to ask a question right there, Mr. Plunkett.

Mr. Plunkett: Certainly.

By Com. Aitchison:

Q. Did the Burlington or the Great Northern make this separation in their questionnaire, or in their return to [fol. 75] the questionnaire?

A. I might ask this gentleman whether they did or not.

Mr. Plunkett: The Great Northern made the separation between Western Trunk Line territory and Mountain Pacific territory, yes. I merely used that as an illustration to test out the accuracy of the formula.

Com. Aitchison: I am trying to develop what your point is. Is your point that the Great Northern made the separation and the witness rejected it, or what?

Mr. Plunkett: My point is that if his formula is accurate, then if we do not know what the locomotive repairs expense was on the Great Northern or on the Burlington, if we do not know the combined expenses of the two, but we know what the traffic units are, locomotive miles and locomotive ton miles, we ought to find his formula coming pretty close to the actual, which of course we do know. So I applied it, and found there was a 40 per cent difference between the computed costs and the actual costs.

Com. Splawn: Is that true with respect to the totals, Mr. Plunkett?

Mr. Plunkett: I beg your pardon?

Com. Splawn: Is that true of the two, the totals of the two?

Mr. Plunkett: That was true as to the totals, yes.

The Witness: I would like to have the opportunity of [fol. 76] checking your figures in that respect, for the reason

that of course a system shop maintains locomotives for the entire length and breadth of the system, so that the actual shop expenses are not ascertainable by territories, so the problem is to apportion the expense to each class of locomotive and then to determine the number of miles run by each class of locomotive in each territory. Now, that may be done. In our questionnaire we asked every railroad to give us a breakdown of its costs by classes of locomotives and then also miles run by each class of locomotive in each territory, which I believe to be a fair basis for distribution. Where a railroad had no records or could not reasonably develop that data, then they had the alternative of taking the repair expense for the locomotive and separating it between territories on the basis of the locomotive miles run in each territory, or the locomotive ton miles run in each territory.

We did not feel that the locomotive miles was wholly correct, because it would not reflect the weight of the power, nor did we feel the locomotive ton miles was wholly correct, so we used this composite figure.

Com. Aitchison: Perhaps I missed one step in this sequence. As I was following this, you were talking about a separation between terminal and running.

The Witness: Yes.

Com. Aitchison: Then he went to table 19, which shows [fol. 77] the portion of the expenses treated as out-of-pocket maintenance of equipment and equipment rentals.

The Witness: Yes.

Com. Aitchison: Now you have come to the matter of the separation of the primary accounts as between territories.

Mr. Plunkett: That is correct.

Com. Aitchison: That is something different, is it not?

Mr. Plunkett: I made the separation in asking the question. I asked him if it was not true he had to make some apportionments to develop the expense between territories.

Com. Aitchison: It would be very much clearer to us, considering the number of apportionments that have to be made, for the purpose of following the apportionments and following the distribution, if you can state on the record as you go along just what distribution it is you are referring to.

Mr. Plunkett: I will try to do that.

Com. Atchison: Now, what does that mean in this case?

Mr. Plunkett: Did you ask me that question?

Com. Aitchison: Yes. I want the question clarified.

Mr. Plunkett: My question there went to the separation of the expenses between territories where the railroad did not make the separation currently in their accounts and it had to be done on a percentage basis.

By Mr. Plunkett:

Q. Did you understand the question that way, Dr. Edwards?

[fol. 78] A. Yes, sir.

Com. Aitchison: Then in answer to me the statement was made, as I understand it, that the Great Northern has separated them.

Mr. Plunkett: That is true. I only used that illustration for the purpose of testing the accuracy of his formula as applied to these roads that did not make them. Some of the roads, about 50 per cent I think he said, did not make them, and he had to apply a percentage figure.

Com. Aitchison: This should be a very simple matter.

By Com. Aitchison:

Q. I will ask you, Dr. Edwards, if it is a fact that you can apply any matter of an average and expect to have it trace out and check out with every individual item in the account.

A. No, you cannot. We were interested to determine that ourselves. As to those railroads that made the separation, we checked ourselves for the 60-40 relationship and we found widely varying results. In some cases the locomotive mile basis might be taken to make the separation. In other cases one might have taken the locomotive ton mile basis. Our thought in that matter was that the method which we have used was the best available method to apply to all railroads. 60-40 seemed to come closer than the others.

Q. What basis was used by the Great Northern?

A. The Great Northern used an accurate and proper basis [fol. 79] of giving us the expenses by classes of locomotive and the miles run by each class in each territory, and from that we were able to make a very satisfactory distribution.

Q. You used the actual, then, as far as the Great Northern was concerned?

A. Yes, sir.

Q. Is that correct?

A. Yes.

Q. You took out lines of that character?

A. Yes.

Q. Then the area of uncertainty is what Mr. Plunkett is talking about?

A. Yes.

Q. With respect to the lines that did not answer?

A. Yes.

Q. Or did not answer satisfactorily?

A. Yes.

Q. And the Burlington did not answer?

A. I do not recall. I can check our files and find out.

Com. Aitchison: Mr. Plunkett can tell.

Mr. Plunkett: I do not believe I can, Mr. Commissioner.

Com. Aitchison: Very well.

Mr. Plunkett: May I proceed?

Com. Aitchison: Yes.

By Mr. Plunkett:

Q. Now, after you had made the separation of maintenance [fol. 80] of way and maintenance of equipment and transportation between terminal expenses and running expenses and had separated the running expenses between those that varied with freight car miles and those that varied with gross ton miles, the next step, as I understand it, was to add to those expenses something to represent traffic expenses, general expenses, rents, taxes, and rate of return.

A. Yes.

Q. Is that right?

A. Yes, sir.

Q. That was done on a percentage basis?

A. Yes, sir.

Q. As I understand it.

A. Yes.

Q. As I understand it, so far as taxes are concerned, you took the freight portion of the charges to railway tax accruals and included that as overhead expense in arriving at your percentage to be added to the known expenses?

A. Yes, sir.

Q. Is that correct?

A. Yes, sir.

Q. In that way you added or apportioned payroll taxes on the basis of material as well as labor?

A. Yes.

Q. Is that right?

[fol. 81] A. That is correct.

Q. After this was done, you determined the percentage of non-revenue net ton miles to revenue net ton miles by classes of equipment, is that right, between box cars, gondola cars, flat cars and so forth?

A. Yes.

Q. Now, that separation is not maintained currently by the carriers, is it?

A. No, sir.

Q. Is that not pretty much of a guess as to what the percentage is as applied to any given class of equipment?

A. Oh, it may be somewhat of a guess, but the amount is very small. Our only purpose in doing that was to get the tare weight of the equipment in which you are handling non-revenue traffic, and having got that, the predominant part of which was, of course, was coal and fuel oil, while we allowed the carriers a leeway of 10 per cent in estimating the proportion of non-revenue traffic handled by the classes of equipment, yet any error with respect to that would not amount to anything. It would only affect in some way a very small amount of the tare weight of the equipment in which you were handling non-revenue traffic, which of course is a very small item in the total study.

Q. Then you determined the percentage the empty cars bore to loaded cars by class of equipment?

[fol. 82] A. Yes.

Q. That was also somewhat arbitrary, was it not, Dr. Edwards?

A. I would not say "arbitrary". We asked the carriers to give us figures, and if they did not have them available, to make an estimate. That is all I can say. Our only check of the estimate was that from past experience in other cases we knew about what the percentage of empty return would probably be and where some of the carriers gave us figures that apparently were quite out of line, we wrote back and asked them in many cases if there had been some misinterpretation.

Q. In determining the amount to be added for return on investment, you show in table 87 on page 151 of your exhibit No. 3 the recommended value of property as of December 31, 1939, column 74.

A. What page?

Q. Page 151.

A. Page 151?
Q. Yes.
A. What column?
Q. Column 74.
A. Yes.
Q. Do you have that before you now?
A. Yes, sir.
Q. I believe you stated in your exhibit No. 2 that this was furnished by the Bureau of Valuation?
[fol. 83] A. Yes.
Q. Is that right?
A. Yes. The valuation figures were furnished by the Bureau of Valuation.
Q. I note that the total valuation of railroads of the United States as shown was some $18,166,000,000, is that right?
A. Yes, sir.

Q. Can you say whether that was reproduction cost less depreciation, or cost new less depreciation, or what it was?
A. We asked the Bureau of Valuation for a recommended rate-making value which presumably would encompass all of the factors of property entering into the determination of a value for rate-making purposes of the property, so that ——
Q. Do you think that—pardon me.
A. —so necessarily that includes the items to which you have referred. I presume and am quite certain that it encompasses all of the factors, the proper factors that enter into the determination of a rate base.
Q. You think that these values are net after deducting depreciation?
A. I am sure that depreciation is taken into account, yes, sir.
Q. Depreciation on fixed property was taken into account as well as on equipment, is that right?
A. I am sure that was done, yes.

Com. Aitchison: This refers to Class 1 railroads, does it [fol. 84] not, Mr. Plunkett?
Mr. Plunkett: Yes.
Com. Aitchison: You said "railroads of the United States".
Mr. Plunkett: I stand corrected.
Com. Aitchison: Proceed.

By Mr. Plunkett:

Q. Now, do the railroads charge depreciation on their fixed property as a general practice?

A. No, sir.

Q. Then have you included anything in your cost study to represent this depreciation on fixed property which they have not included in their expenses, but which you have written off in arriving at the value?

A. I should correct my previous statement when I said that the railroads do not charge off depreciation on fixed property. They do not charge depreciation, for example, on track structure, except in instances where it is charged off on bridges. However, that does not mean that there is no allowance for depreciation in there, because it merely means that the charges for depreciation are buried in the operating expenses; and if the carrier maintains its renewals and maintains the property, the depreciation charges are contained within the operating expenses.

The only case where they would not pick up the depreciation charges in that manner would be on a structure with a [fol. 85] long life, such as a bridge, with a life of 70 or 80 years, in which case the depreciation on that would not appear in the operating expenses until the expiration of the service life of the bridge. To that degree and on those items, the expenses you have reflect the depreciation.

Q. Is it not true that every year the railroads of the United States write off a great deal of property that is not replaced, such as branch lines taken up, spur tracks taken up, buildings demolished, and so forth?

A. I do not know what the term "great deal" means. That process is continuous. That is true.

Q. Yes.

A. Yes.

Q. Under the rules of the Commission the cost of property written off because it is not replaced is charged to profit and loss and not to operating expenses.

A. I believe so.

Q. Is that right?

A. I believe that is the rule, yes.

Q. So that even under the retirement method of depreciation, the railroads would not get anything for property that was retired unless it was replaced?

A. Under those circumstances, yes, sir.

Com. Aitchison: Just a minute, please, Mr. Plunkett.

Mr. Plunkett: Yes.

[fol. 86] Com. Aitchison: Off the record.

(Discussion outside the record.)

Com. Aitchison: On the record. Proceed, Mr. Plunkett.

By Mr. Plunkett:

Q. Now, after you had the cost per car for terminal service and the cost per car mile and per gross ton mile for running services, you proceeded to make your cost statements?

A. Yes, sir.

Q. First, how did you compute the number of cars to arrive at the cost per car for terminal service?

A. (No answer.)

Q. I believe you stated it in your exhibit No. 2, but I was not clear on that part of it. I think you said that all cars originated and all cars terminated were counted.

A. Yes.

Q. All cars delivered to connecting lines and received from connecting lines were counted if they were originated or terminated on the respondent lines?

A. Yes, sir.

Q. Is that correct?

A. Yes.

Q. Then as to the intercharge with connecting lines, instead of figuring one car, you figured 45/100 of a car for each interchange, is that right?

A. Just a minute, please.

[fol. 87] Q. That is on page 105 of your exhibit No. 2.

A. Well, in effect, yes. We did it that way. Our car count was made in the manner in which you have stated. Then in distributing our switching expenses, we gave a weighting to the various classes of switching. The weight of 45/100 of a car, which was given to an interchange movement in the loaded direction, I presume, is what you have reference to.

Q. What weight did you give to a car of coal loaded at the Lake Superior or Lake Michigan docks for transportation to the interior where that co. had been brought into the docks by water lines?

A. We gave that a weight of 1.0.

Q. The same would be true of any traffic interchanged with boat lines at the head of the lakes?

A. That is right.

Q. Now, where did you get that information?

A. The reason why we took the count is that in the annual reports many of the carriers, if not all of them, show such cars as being interchanged with connecting carriers.

Q. Did you make an adjustment on that?

A. Well, that would not be an interchange in our sense of the word. That would be a car originated.

Q. But it would be shown on the ——

A. We would give it a count as a car originated. Now, if the car were turned over to a connecting line, then we [fol. 88] would pick it up as an interchange at the interior point where it was interchanged.

Q. Your exhibit No. 2 shows that you took your count of cars from schedule 541 of the annual report.

A. Yes.

Q. Columns B, D and F?

A. Yes.

Q. Now, these cars that were interchanged with the lake lines would not be shown in the schedule as cars originated or cars terminated, but rather cars interchanged with connecting lines. Did you make an adjustment to put them into the column representing cars originated or terminated?

A. No, sir, we did not. In that event, they would be given credit as a car interchanged with a weight of 45/100.

Com. Aitchison: I confess I do not understand how you interchange a car with a lake cargo carrier.

Mr. Plunkett: I do not, either, Mr. Commissioner. It is my understanding—I may be wrong—that that was done at the request of the Commission, because otherwise it would show coal originating at Duluth, when everybody knows there is not any coal originating at Duluth. It is brought in from somewhere else.

Com. Aitchison: Is it your contention that there is an error in the item in exhibit No. 3 in that regard?

Mr. Plunkett: It is our contention that there was an [fol. 89] error with respect to traffic interchanged with these boat lines, because they should have been included as cars originated or terminated, whereas they were shown as cars interchanged.

Com. Aitchison: We will call upon the respondents, all of the respondents who serve the Lake Superior docks, to make the changes which they think would be necessary on the basis of their records.

Mr. Smelker: So the record may be clear, does that mean the Lake Erie docks, also, or just the Lake Superior docks? You mentioned the Lake Superior docks only. He mentioned the Erie docks in his question.

Com. Aitchison: He has not developed any error with respect to the Lake Erie docks.

By Mr. Plunkett:

Q. I will ask you, Dr. Edwards, if you followed schedule 541 with respect to the lines serving Lake Erie docks as well as those serving Lake Superior and Lake Michigan docks.

A. The same procedure was uniformly followed.

Mr. Plunkett: I do not know how they headed them in their reports.

Com. Aitchison: I think if there is any error with respect to the apportionment as respects the Lake Erie lines, they will let us know about it.

The Witness: I might say, Mr. Commissioner, that the rule in schedule 541 reads to the effect that in stating the [fol. 90] number of tons received from connecting carriers, all shipments should be included, that, so far as apparent from the information on the waybills or abstracts of waybills, have been received from connecting rail carriers either directly or indirectly. Shipments from boat lines should also be included when identified as having had previous rail transportation. That presumably would exclude any shipments that were water-rail only.

By Com. Aitchison:

Q. It would also exclude any shipments to Lake Erie, would it not, because there is nothing on the waybill to show that it had a previous rail movement interrupted by a water movement?

A. Yes. I presume that would be so, also.

By Mr. Plunkett:

Q. Now, in determining the out-of-pocket costs with respect to carload and less than carload traffic, you have deter-

mined the expenses which in your opinion varied directly with traffic?

A. Yes.

Q. Is that right?

A. That is right.

Q. Those are the ones you referred to as out-of-pocket costs?

A. Yes, sir.

Q. In arriving at the costs shown in your tables, which would be cost level 2, you have included all of these additional costs for traffic, general, miscellaneous, rents, taxes, and so forth?

A. Yes, sir.

[fol. 91] Q. Now, when you show the cost per hundred pounds of freight moving in box cars a given distance and the cost per hundred pounds for the same freight moving in refrigerator cars in the same territory, you have added to the cost of moving in refrigerator cars over the cost of moving in box cars not only the out-of-pocket cost of moving the additional tare weight of five tons, or the additional tare weight for empty car miles, but you have also added additional overhead, is that right?

A. I do not know what you mean by "additional overhead."

Q. Well, you have assigned the overhead to all of your expenses, all of your costs, terminal and line haul and every gross ton mile or every freight car mile bears part of the overhead expense?

A. That is right.

Q. Is that correct?

A. Yes.

Q. If there are more gross ton miles in handling freight in refrigerator cars than in box cars because of the greater tare weight of the car, you have assigned to that additional weight part of the overhead expense?

A. Yes. If the refrigerator cars have 5 tons of additional tare weight, it follows they will obtain more overhead. The fact that the five tons is in the tare or in the load does not make any difference. The fuel consumed is in relation to it and the engine crew does not know when the five tons [fol. 92] is in the load and when it is in the tare.

Q. Turn to table 78, please.

Com. Aitchison: Of which exhibit?

Mr. Plunkett: Exhibit 3.

Com. Aitchison: Page 133.

Mr. Plunkett: That is correct.

By Mr. Plunkett:

Q. That table shows that the cost of handling a 40-ton shipment 300 miles is 7.8 cents per hundred pounds?

A. Yes, sir.

Q. That is correct, is it not?

A. Yes.

Q. And the cost of handling a 20-ton shipment the same distance is 13.3 cents per hundred pounds?

A. Yes.

Q. Is that right?

A. Yes, sir.

Q. So if you used two box cars for handling the 40 tons in one instance and one box car in another instance, you would get a cost of 7.8 cents for the shipment if it moved in a single car and 13.3 cents if it moved in two cars?

A. Yes.

Q. Is that right?

A. Yes, sir.

Q. Now, for 40 tons that would be $106.40 for the shipment [fol. 93] moving in two cars, and $62.40 for a shipment moving in one car, if you will accept my arithmetic.

A. All right.

Q. The difference is $44, which the shipper would save by moving 40 tons in one car as compared with two cars if the rates were made upon these costs?

Com. Aitchison: Just a minute, please, Mr. Plunkett.

Mr. Plunkett: Yes.

Com. Aitchison: Let me see if I understand this correctly. Is this supposed to show how much the shipper pays or how must it costs the carrier?

Mr. Plunkett: I said, if the rates were made on these cost figures.

Com. Aitchison: You mean, absolutely equal to the cost.

Mr. Plunkett: Absolutely equal to the cost.

Com. Aitchison: Yes.

The Witness: Yes.

Com. Aitchison: Do you understand that, Doctor?

The Witness: Yes.

Mr. Plunkett: And were exactly the same as the cost.

By Mr. Plunkett:

Q. Is that correct?

A. Yes, sir.

Q. Now, how much would the railroad save in handling a shipment in one car as compared with handling it in two cars? Would it save $44?

[fol. 94] A. The railroad would save something less than that. In other words, to make the type of comparison I think you are implying, one would have to take the out-of-pocket cost scales of these two, to indicate the out-of-pocket difference to the carrier.

Q. All the railroad would save would be the out-of-pocket cost?

A. Yes.

Q. Now, I have divided $44 by 300 miles and I get 14 and two-thirds cents per car mile, which would seem to represent, according to your tables, the cost of handling this additional empty car, because the shipment is moved in two cars instead of one, is that correct?

A. Will you repeat your question, please, Mr. Plunkett?

Mr. Smelker: Let the reporter read the question.

Mr. Plunkett: Read the question, please, Mr. Reporter.

(Question read.)

A. Well, I never thought of it that way. Maybe it is.

By Mr. Plunkett:

Q. Do you know whether or not there are some freight rates that do not pay as much as 14 and two-thirds cents per car mile?

A. (No answer.)

Q. If you do not know, just say so.

A. I do not know.

Q. Do your tables with respect to less than carload traffic include the cost of pickup and delivery?

A. No, sir.

[fol. 95] Q. That cost would be added?

A. Your less than carload cost would have to be—yes. That cost would have to be added, except to this small degree, that where the carrier performs some pickup and delivery service and does not make a segregation of the expense, it is buried in the accounts at various points and it trickles,

some part of it, into the less than carload expense. That is a negligible expense item. Your statement is correct. One should add to the less than carload tables the pickup and delivery expense if one wants that.

Q. I believe if I understood your exhibit 2 correctly in computing the less than carload deficit, you did take into account the amount paid to others for performing pickup and delivery service?

A. Yes. We did that in order to make the expenses comparable with the revenue figures with which we had to work.

Q. In adding in the pickup and delivery, I take it that was done on the theory that revenue from less than carload traffic shown in schedule 541 of the annual report was net revenue after deducting payments for pickup and delivery service?

A. Yes, sir.

Q. I believe there are some roads that report—let me withdraw the question and put it this way: on the theory that that was gross, a report of gross income in Schedule 541.

A. (No answer.)

[fol. 96] Mr. Smelker: Do you understand the question?

The Witness: I do not understand the question clearly.

Com. Aitchison: You had better withdraw the question and ask it again.

Mr. Plunkett: I will. Let me withdraw the question.

By Mr. Plunkett:

Q. Will you refer to schedule 541 of the annual report, if you have one before you.

A. The less than carload revenues, as you state, are taken from the annual report, schedule 541, class 710, column L.

Q. Now, do you know whether the amounts shown in the annual report on the line and in the column you have indicated with respect to less than carload traffic represent the gross revenue from that traffic, before deducting pickup and delivery service or net after deducting pickup and delivery service, or expense?

A. My understanding, as we have used it, is that it is the gross.

Q. The gross?

A. Yes.

Q. In your tables I understand you have included two terminals as well as the line haul for every cost figure you have shown?

A. Yes, sir.

Q. Is that correct?

A. Yes.

Q. So that it represents the cost of handling a complete shipment within the territory with both point of origin and [fol. 97] point of destination?

A. Yes, sir.

Q. Then those tables would not show the relative cost of handling traffic that moved across the country where some territory merely acted as bridge lines and did not have either a point of origin or destination?

A. Well, necessarily the cost for a shipment within one territory could not reflect the cost for moving in more than one territory. That is true. To obtain the latter, one would have to take a grouping of the territories, or work with territory 12 and compare that with the figures for any one territory.

Q. My point was that you could not take these tables you have shown in exhibit 3 and from them determine the relative costs in each territory of handling a through shipment from coast to coast?

A. Well, one might do that. In the first place, I would say that territory 12 being a weighted average for all territories, would reflect that. However, you might raise the point that this shipment moved through certain territories that were in 12 which you did not want in 12. However, on the other hand, I think it would be feasible for one to constructively develop that, starting with Mountain Pacific territory and leaving out one terminal handling and probably moving across, and when you came to a territory in which there was merely a bridge movement, leaving out two terminal handlings; and then when you came to the Atlantic [fol. 98] Coast, putting in a terminal handling at the coast for the destination territory.

Mr. Plunkett: That is the point I am getting at.

By Mr. Plunkett:

Q. You could not take these tables just as they stand without adjusting them?

A. No. One would have to take the table of unit costs and having become familiar with it, develop such data.

Q. When you made your comparison in exhibit No. 2 of the cost of handling of a 25-ton shipment in various terri-

tories, did you take 300 miles just as a representative haul, or how did you arrive at that?

A. Well, sir, we more or less picked 300 miles out of the air. We have no statistical justification for that. It sounded like a round distance. In some of the territories, the average haul is less; in some, greater. One could pick any length of haul they desired.

Q. Would you get somewhat different figures if you took different lengths of haul?

A. Necessarily; since the relative terminal costs and the relative line haul costs are different by territories, you would get something different for every mileage. However, I do not think there is enough difference for anything near the average haul which 300 miles represents, as a result of which you would get a significant difference. I do not think you would substantially change our conclusions as to the relative cost of the territories, no matter what distance [fol. 99] you took. The maximum distance, of course, is the length of haul you can get across one territory. I do not think even if one took that, they would greatly change the results we have arrived at.

Q. In appendix C of your exhibit No. 2, pages 109 to 112, you have shown the various commodities under the Interstate Commerce Commission classification and the class of car in which you assumed they moved.

A. Yes.

Q. That would not be correct for all territories, would it?

A. No, sir. That would not be correct for all territories.

Com. Aitchison: Are you referring to table 90?

Mr. Plunkett: It is in the smaller exhibit, Mr. Commissioner.

Mr. Smelker: Exhibit No. 2, the smaller exhibit.

Mr. Plunkett: Pages 109 to 112.

Com. Aitchison: Very well. Proceed.

By Mr. Plunkett:

Q. For example, you assumed there that agricultural implements move in box cars.

A. Yes.

Q. It is a fact, is it not, that a large number of them move in flat cars, especially tractors and things of that sort?

A. Yes. That was a problem in arriving at this figure here, as you well realize.

Q. I appreciate that.

A. I spent quite a while evaluating that and discussing [fol. 100] it and talking it over with some of our traffic people in order to get this classification that was different, somewhat, by our individual railroads, or on parts of a railroad. For the purpose of that table, the most significant use we made of it was to arrive at the active car days other than mileage cars in terminals.

In that case, our problem was to segregate the number of cars loaded in tank cars and refrigerated cars. There may be some quarrel as to our assignment of commodities to those cars. However, we arrived at a figure of only 12 or 13 per cent of the total cars in the group within an average territory. If we were off by 10 or 15 per cent, it would only affect by 1 or 2 per cent the remaining car days which was what we were actually after. For other purposes, although it would certainly decrease the approximation, it would not greatly affect the results.

Q. You are acquainted, I assume, with the fact that many of the western lines and some of the southern lines load into refrigerator cars freight that would ordinarily be moved in box cars because the refrigerator cars are moving empty in that direction in which the shipments are to be made?

A. Yes. I understand that. I presume that is the reason why the southwestern railroads showed a lower ratio of return empty for refrigerator cars than the other territories did.

Q. Now, getting back to the determination of the extent to which expenses vary with traffic in connection with the [fol. 101] maintenance of way expenses, you have followed the A. R. E. A. formula with respect to certain accounts and the engineering section formula as to other accounts, is that right?

A. Yes. We asked the engineering section to give us an answer on all of the items. There are certain smaller items that they did not get to, or that they did not have any particular quarrel with, in connection with the A. R. E. A. figures, so we used their figures. Where they were substantial items and they differed, we used the Engineering Section's Recommendations.

By Com. Aitchison:

Q. What engineering section?

A. I beg your pardon?

Q. What engineering section?

A. The engineering section of the Bureau of Valuation.

By Mr. Plunkett:

Q. Is this true, Doctor, that any formula or determination of the extent to which expenses vary with traffic will differ depending upon the density of traffic?

A. Yes. That is true on branch lines. The amount variable is less, substantially less. If you take this form here and apply it to the average railroad with the usual segregation of the expenses between accounts 202 and 220, you will come out with about 71 per cent of the expenses variable. On a branch line where you only have one train a day, that line rots out and rusts out before it wears out. The proportion there will be very much less than 71 per cent, and where we are called upon to develop the out-of [fol. 102] pocket costs on branch lines, we do not use these figures.

By Com. Aitchison:

Q. Is it not also true, Doctor, that it depends somewhat on whether the accountant in question is attempting to justify a minimum rate or attempting to get his rates increased?

A. That may be so.

Q. That is a seriously asked question.

A. Well, whenever we use these figures, we supply the percentages to the party. Whenever the Cost Section of the Bureau of Statistics is asked to develop any cost, we program the complete outline of the study, including the per-cent variable of each account and supply that to the carrier. If the results appear to vary from the average of the carrier, we make an individual study going back for a number of years for that carrier, and work with our Engineering Section on the matter of maintenance of way. We try to control those items where we are directing the study. The carrier may have a difference of opinion, of course. They can make their own study.

By Com. Splawn:

Q. You mean by "controlling those items", that you try to get accurate information?

A. Yes, sir.

Q. Is that what you mean?

A. Yes.

Com. Aitchison: Well, the cost study is made before you begin this process.

[fol. 103] By Com. Aitchison:

Q. Have accounting officers always agreed on the treatment of these common items?

A. Well, are you referring to the maintenance of way item as a common item?

Q. I am referring to exactly what Mr. Plunkett was referring to in his question.

A. I would say there is wide room for disagreement among accounting officers on many of these subjects.

Q. You find room for making the result conform to the desired aim, is that not a fact?

A. I have heard that is done, Mr. Commissioner. I must say that in our cost studies that have been turned over to us, it is very common to see parties start out with the identical annual reports and end up with costs 50 per cent apart, 20 to 50 per cent apart. Somewhere in there figures have been shoved around. I judge that is what you have been referring to.

Com. Aitchison: Yes.

By Mr. Plunkett:

Q. That shows, does it not, Doctor, that cost accounting is largely a matter of judgment?

A. I would not say it is entirely that. There is no doubt there is judgment in there on certain items. Judgment is inevitable.

By Com. Aitchison:

Q. Has it become any less a matter of judgment since the decision in the North Dakota Lignite case?

A. I think that helped it.

[fol. 104] Com. Aitchison: Proceed, Mr. Plunkett.

By Mr. Plunkett:

Q. I believe in determining the extent to which transportation expenses vary with traffic, you took the experience for five years, 1935 to 1939 inclusive, is that right?

A. In dealing with the operating expenses, yes.

Q. If you had taken a longer period, would you have gotten different results, do you think?

A. I do not know what we would have gotten. We were hesitant about taking the longer period, because it took us back into the depression. When we went back into the depression, we found that the carriers were just about controlling their expenses 100 per cent. Some of that was not a reasonable control. They drastically curtailed maintenance of equipment. They drastically curtailed maintenance of way. If traffic fell off 40 per cent, maintenance of way expenses could have gone down 50 or 60 per cent. We do not consider that normal.

In fact, with respect to maintenance of way expenses, we found it very difficult to work with the same type of study we used on the transportation expenses. We found frequently that they are 10 0per cent variable. Maintenance of equipment may well be over 100 per cent variable. That is due to the financial policy of the company and not the cause and effect of traffic changes that occasions that wide variation. So in those cases we have to rely on engineering studies.

[fol. 105] Q. So when you say a certain percentage charged to rails varies with traffic, you mean a certain percentage of the amount which the management determines to expend for renewing rails varies with traffic?

A. No. I do not mean that. You cannot defer transportation expenses.

Q. No.

A. So what the carriers actually expend as a result of whatever change there is in the volume of traffic is a pretty fair index of the maintenance of way. What you say is true. Therefore, in that case, we have to, you might say, first normalize the expenditures to level out or eliminate the effect of financial policy.

Q. You did not do that in this case, though, did you?

A. Well, the maintenance of way expenses and engineering figures reflect that type of study. I do not mean that they carried through a normal maintenance study of the character of the rail-barge case, Docket 26712; but they took into consideration those items.

Q. Do I understand that you did not take the maintenance of way expense figures shown in the annual reports of the carriers, but took something different by the Engineering Section?

A. No. I may have mislead you.

Q. I would like to have you make that clear.

A. No. We used actual expenditures. If in the year 1939 [fol. 106] the carriers expended less or more than reasonably normal, then we have an error to that degree. However, we felt that the carriers were fairly "flush" in 1939, compared to the previous years, so their maintenance expenditures were probably reasonably attuned to their current needs.

Q. In appendix D of your exhibit 2 you show how you arrived at the extent to which transportation expenses varied with traffic. I call your attention to table 2 of that appendix, columns 7 to 9, dealing with dispatching of trains.

A. Yes.

Q. You will note there that the variation is shown to be considerably over 100 per cent, and as high as 235 per cent.

A. Just a minute.

Q. Yes.

A. What column do you refer to, again?

Q. 7 to 9.

A. Yes, sir.

Q. Is that not due to the fact that effective January 1, 1936, there was a change made in the basis for apportioning dispatching of trains between passenger and freight expenses?

A. You are referring to the extent variable shown for the year 1936, are you not?

Q. Yes.

A. Yes. That was one of the reasons why we selected the median, because if there was any particular adjustment [fol. 107] at the start of one year, it probably would not affect our median.

Q. You did not always follow even the median, did you?

A. What do you mean by "follow"?

Q. I notice in table 2 train service expenses are shown to be 85 per cent; that is, they vary 85 per cent.

A. Yes.

Q. Is that right?

A. Yes sir.

Q. But on page 76, table 19 of exhibit No. 2, you used 100 per cent as the variance of traffic?

A. Yes, sir.

Q. So you did not always use the variance that you show there?

A. No, for this reason: the determination of what constitutes the out-of-pocket costs is not subject to nice mathematical determination, as you can judge. We set these tables up in order to have some basis of judgment. We used 100 per cent, recognizing that conceivably the out-of-pocket cost might be less. Wherever there was any doubt, frankly, we tried to take the high side, feeling that if we took 5 or 10 per cent above a range of items, we would probably do less harm than if we took 5 or 10 per cent below.

In other words, we frankly stated that we took the top side of the range, you might say. Also, there is this consideration, that these figures here encompass all operations, both main line and branch. On branch line opera-
[fol. 108] tions, we believe that the out-of-pocket proportion is substantially less. We were using these figures on lines, as we stated, representing average density, so that within the figures there are undoubtedly many expenses that are far less variable than 85 per cent. So, when applied to main line through train operation, the figures perhaps should be close to 100 per cent.

Q. A great deal depends, does it not, Doctor, on the extent to which the plant of a railroad is being used to capacity; if the railroad is only being used to 50 per cent of its capacity, the variation of transportation expenses with traffic will be considerably less than if it is using pretty close to 100 per cent?

A. Yes. The closer to capacity used, the closer to 100 per cent. That may be illustrated, as I indicated previously, with branch line operation.

Q. Yes.

A. It would be much less on branch lines than it would be where you have local train operation operating at half capacity and the rails and ties rusting out or rotting out before they are worn out.

On the other hand, we have not allowed anything in here for an increase in the plant of the carrier. We have assumed there is some excess capacity. If the traffic should increase to that point where a railroad of a single track had to double track or a double track railroad had to add
[fol. 109] longer or heavier sidings, or go to four-track operation, then the out-of-pocket expenses might conceivably include some allowance for return on additional investment. We have not allowed for that.

Mr. Plunkett: That is all I have, Mr. Commissioner.

Com. Aitchison: Off the record.

(Discussion outside the record.)

Com. Aitchison: We will suspend until 2 o'clock.

(At 12:30 P. M., adjourned to 2 P. M.)

AFTERNOON SESSION

The hearing was resumed pursuant to adjournment.

2 o'clock P. M.

Com. Aitchison: Come to order, gentlemen. Shall we proceed.

FORD K. EDWARDS, resumed:

Com. Aitchison: Mr. Eshelman.

Mr. Eshelman: I have just a few questions. Possibly, Doctor, my not having a Form-A may explain some of my questions; and if the answers are there, you may just so indicate, if you will. They may not be in any special order, but I believe I can handle them in that way, perhaps, to best advantage.

Cross-examination (Cont'd.)

[fol. 110] By Mr. Eshelman:

Q. Turn first to your exhibit No. 2, please, Doctor.

A. Yes, sir.

Q. At page 54, in item 7, there is reference to gross ton miles as well as car miles having been used in ascertaining the less than carload costs. Would you state for what items you used the gross ton mile unit cost, and the reason for that? What I have reference to, Doctor, is in the second paragraph of item 7.

A. In computing the less than carload costs, we necessarily had to multiply the unit of performance in less than carload service by the unit cost, developed per service unit. In the performance of less than carload service we have of course car miles; we have gross ton miles; we have active car days, and so forth. We accumulated the number of service units that were required in the provision of less than carload service and multiplied the aggregate of each

service unit by the applicable unit cost, to obtain the total cost, total net carload cost. Now certain of these items of cost, or certain of these elements of cost, were dis' .uted to traffic on the basis of gross ton miles. That included train crew expense, engine crew expense, and maintenance of way expense—that is, maintenance of way expense in running service, including yard. Having taken the aggregate expenses determined on a gross ton mile basis, and divided that by the total gross ton miles in both carload [fol. 111] and less than carload freight service, we obtain a unit per gross ton mile, which, when multiplied by the gross ton miles, consumed in less than carload service, gives us that gross ton mile expense.

Q. Now, there is also in that same paragraph, Doctor, the statement that the empty car miles to loaded car miles for the less than carload, were taken at the same as for all box car equipment.

A. Yes.

Q. Then over at page 107, there is a reference to the ratio of empty to loaded cars at freight houses, of 80 per cent, and yet in appendix-B, there is a reference to a percentage of empty to loaded car miles for box cars as a whole, of about 33.5. Now, is there any inconsistency between those two things, or are they of a different character?

A. They are of a different character, yes, sir. We assumed that the less than carload traffic was handled in box cars. The ratio of empty car miles to loaded car miles in line haul movement approximates about one-third, or 33 per cent. Now that is separate and apart from the switching movement required in switching freight houses. We assumed that in carrier and connection terminal switching, in other words, in switching at teamtracks and industries, for every load spotted there was an empty pulled, or in other words, no shippers reloading. That is not exactly correct. There are a few shippers that do reload without cleaning the car. However, we assumed a ratio for that [fol. 112] purpose of 1-to-1. The reloading of cars made empty is much more common in the handling of less than carload traffic at freight house tracks, than it is in the case of industry tracks and teamtracks, in which case we have computed the ratio of empties spotted and pulled to loads spotted and pulled, as 0.8. Now the first ratio multiplied by 0.33, refers to movements from point to point on the

road. The second ratio refers to the ratio of movement of empties to loads, moving in terminal and switching service.

Q. Now, Doctor, if you will refer to page 50, under item No. 3—well, I think perhaps it will be just as well if you will turn to pages 104 and 105. I think that will illustrate my question.

A. Very well.

Q. There is, at pages 104 and 105, as you will recall, the calculation of car miles in switching service, and reference is made to a study by the Engineering Section of the Bureau of Valuation, of the terminal layouts of a number of railroads. May I ask, was the basis for determining the distances, a simple scaling of those yard layouts?

A. We made a request—or rather, let me go back a little further and state that in this cost study, as in most cost studies, no allowance was made for car mile expense attributable to miles operated in yard, because that is not currently kept. However, there is a small amount of that, [fol. 113] although it is very small, as compared with line haul movement. However, the destructive action of cars moved in switching service is somewhat greater than that in line service,—at least, that is the opinion of the engineers in the Engineering Section of the Bureau of Valuation. We asked them to provide us with a weighting, mile for mile, to cover the destructive action, maintenance and depreciation, for road miles versus yard miles. We were also faced with the problem of determining, or obtaining some approximation of the car miles in yard switching service, because there is no available record of any kind kept, in that respect. And yet we felt that even though we made an approximation, that approximation would be better than to ignore the miles made in yard. We therefore made the request upon them to develop that information. They did it by taking the layouts of thirty or forty of the largest terminals in the United States. The members of the Section are thoroughly familiar, through valuation proceedings, and their own inspection trips, with the layouts of those respective terminals; and that group of engineers took their blueprints, and from a knowledge of the operations, approximated the miles in the various classes of switching service. Now they necessarily had to take in switching from the inbound train yard to teamtracks and industry tracks, and they necessarily had to make some approximation of about the center of the indus-

trial area; and what are indicated here represent the accumulation of a large numebr of studies at various points.

[fol. 114] Q. Do you know whether, in arriving at these results, there was any consideration given to rehandling in yard, in so far as that would affect the car miles made in yard?

A. Consideration was given to the fact that a certain portion of the switching is what we call carrier terminal switching where the carrier initiating the line haul terminates the car at an industry on its own track. Consideration was also given to the fact that for a certain proportion of the cars we have what we refer to as connection terminal switching, the line haul carrier delivering the car in interchange to another carrier at the terminal, which performs the switching service. Then we have another class of switching involving connection terminal switching, with an intermediate carrier in between, where there is an intermediate switching carrier between the line haul carrier and the carrier that ultimately spots the car. We have obtained from the Engineering Section an estimate of the miles at the various cities for all three classes of switching and then, on a judgment basis, from the data available, with no relation whatever to the amount or the number of cars handled in each class of switching, we arrived at this composite weighted average figure of 4 miles, which is intended to encompass both carrier terminal switching and connection terminal switching.

Q. My question, Doctor Edwards, was really predicated on the supposition that, for the purpose of this illustration, [fol. 115] we would forget about the connections, terminals, and so forth, and just think about the line haul carrier that was going to do its own switching in this yard. My question really went as to whether the car miles were determined, you might say, just based upon a physical diagraming of the yard from a blueprint basis, or whether there was any consideration given to the fact that you might have handling, with backing and filling, because of the nature of the yard, with the necessity for rehandling the traffic in order to finally make the delivery.

A. Well, allowance has been made for an average or normal amount of so-called backing and filling.

Q. You say that allowance was so made?

A. It was considered, yes, sir, and allowed for.

Q. Now, at page 65 of your exhibit No. 2, there is reference to the distribution of non-revenue freight by classes of equipment. The Pennsylvania Lines, I note there, did not furnish that detail, and the statement indicates that in such cases, the apportionment was made on the basis of the results for five roads in the same territory. Will you state what five roads they were, that were used for that distribution, as far as eastern territory was concerned.

A. I will have to defer answering that question, for the present.

Q. That will be all right.

A. Until I see if I can dig that out of our file.

[fol. 116] Q. Very well.

A. Because I do not have it readily available.

Q. At your convenience, Doctor.

A. There were five large carriers in each territory. We faced that problem in several territories, and we only used that method on these minor items, where it would not affect the study. They consisted of five large carriers in each territory.

Q. However, you would not mind furnishing that information at your convenience, would you, Doctor?

A. Oh, no.

Q. If agreeable to the Commission.

A. I shall be glad to furnish it to you.

Q. For the record.

A. That is, now, for what territory? For all territories?

Q. I was just interested in eastern territory.

A. Very well. I will furnish that.

Com. Aitchison: Can you do that for all of them, Doctor?

The Witness: Yes.

Com. Aitchison: When can you supply that information?

The Witness: I may be able to supply it tonight, if I have here the particular file which I should have here.

Mr. Eshelman: Thank you, sir.

By Mr. Eshelman:

Q. Now, Doctor, at page 104 of your exhibit there is reference to active car days in running service. I take it that that first sentence there, at the top of the page, [fol. 117] "The active car days in running service were computed by multiplying the system train hours, including train switching hours", means that the system train hours

do include within themselves the train switching hours; is that not right? That is to say, Doctor, there were not added to the total system train hours, the train switching hours.

A. That is right. That includes them, yes, sir.

Q. So that there was no addition.

A. No.

Q. Or no duplication.

A. No.

Q. Now, in the same paragraph, Doctor, there is reference also to cars handled, loaded and empty cars handled. Would you state what the source of that information was, and how you obtained the cars handled in switching service.

A. Pardon me; will you give the line reference—the page and line reference again, please.

Q. Yes. I am referring to the top of page 104, the first paragraph, under "Car-day Factors". The second sentence of the paragraph reads as follows: "The car days in switching service were computed by multiplying the number of loaded and empty cars handled by the following car-day factors." Now, my question is, what was the source of information as to the cars handled, which were cars handled in switching service, as I understand it.

[fol. 118] A. Pages 105, 106 and 107, I believe, give the complete source of our car count.

Q. And do they show the basis, as to how you obtained the empty cars?

A. Oh. I see your point.

Q. These were loaded and empty cars handled.

A. The cars handled in switching service, that is, the empty cars handled in switching service, were based upon our knowledge gained from various studies that have been introduced before the Commission. Those indicate that the ratio of empties spotted and pulled for industrial and team-track switching, is somewhere between 90 and 100. We have some evidence as to that in various cases, but from the nature of the data adduced, we sometimes felt that the figures used were arbitrary. We arbitrarily used the figure of 1.0, feeling that that might possibly overstate the switching by a very small increment. However, in setting up these ratios, it is to be realized that we do not pick up or drop any expenses at any point. We merely use these ratios to develop the expenses between the classes of switching; and when we use that ratio of 1.0, we also use, in conjunction

with it, a ratio of 0.80 for freight house switching. If we shoved one down a little bit, it would automatically raise the other classes of switching by a very small increment.

By Com. Aitchison:

Q. You spoke of these figures having been based upon figures that were supplied in other cases.

[fol. 119] A. Yes.

Q. Who supplied the figures in those other cases?

A: They were supplied by the carriers, principally by the carriers, in the cases listed on page 103.

By Mr. Eshelman:

Q. Turning now for a moment, Doctor, to page 103, and referring particularly to the list of switching services there to which you have allocated various amounts, or values: am I correct in understanding from these first two items that the phrase "Carrier terminal switching" and "Connection terminal switching" is in each instance a caption, and that the 1.00 refers to industries and team tracks?

A. Yes.

Q. And the .80, to freight house tracks?

A. Yes.

Q. Now, on page 105, in the middle of the page, under the heading "Source", there is reference to an average net load of company material. Will you state what that is, and what its base is? In other words, did you use the average for revenue freight?

A. In obtaining the average load for company material, we asked the carriers to give us the distribution of their ton miles carried in each class of equipment, namely, box cars, gondolas, hopper-bottom cars, and so forth, and then we took the average load of revenue freight applying on traffic customarily moving in those classes of equipment. The preponderance of non-revenue traffic consists of coal for fuel purposes, so that the result was, to a large degree, [fol. 120] that we ended up with a figure something less than the average tonnage handled in coal cars. For the United States as a whole, it came out to a figure for 39 tons. That varies a little as between territories.

Q. I note also that the cars handled were multiplied by 2, apparently on the assumption that these non-revenue loads were principally local to one line. Do you know whether

there is a substantial amount of company fuel that moves off-line?

A. We do not know that, but we suspect that that may be true. However, we have no source of information as to company material moving off-line. We believe that the preponderance for the territories, taking the territories as a whole, would be local. However, to the degree that some of that may be interline, then to that degree the count of non-revenue cars switched in terminals is overstated.

Q. I did not hear this morning quite all of your discussion which I think dealt with ex lake ore. Is it a fact that the requirement for statistics, that is, the reporting of statistics, may involve, if used, you might say, for cost purposes, assigning either two units or one unit, a little variation that probably should not be there.

A. If the count of cars is incorrect, appearing in schedule 541, upon which we rely, then our count of cars for terminal switching would be in error.

Q. Well——

[fol. 121] A. I do not know what proportion that would be. It would have to be a significant amount, however, to affect the interterritorial cost. It might be significant in the case of one carrier.

Q. Would you say, for instance, that in the case of ex lake ore that had already been handled, let us say, in a rail movement beyond the lake, even though the final carrier there might report those cars for statistical purposes as having been received from a connection, for your purpose they probably should be counted twice; is that correct?

A. For our purpose they should be counted twice—if you are referring to an ore carrier serving the Lake Erie ports, and moving that ore down to Pittsburgh, for our purposes we would desire to count them twice, yes, sir. Now the error might be that that is not shown as an interchange, in which case we have again reduced the weighting of .45. Now, the switching must be still further reduced, because we have a larger allowance for the return empty.

Q. At table 85 in your exhibit No. 3 there is reference to loss and damage payments by commodities——

Com. Aitchison: Mr. Eshelman, if I may interject before you go to another subject——

Mr. Eshelman: Certainly.

By Com. Aitchison:

Q. You spoke about the returned empties. The cars that Mr. Eshelman is particularly interested in, do not move [fol. 122] back empty, do they? They come back with iron ore in them, do they not?

A. Well, I was referring to the fact that if we treat a car as an interchange movement rather than as an origin or destination movement, we assume that the ratio of loaded to empty movement in switching service is 1.0; we assume that ratio of empty car miles to loaded car miles in running service.

Q. Mr. Plunkett, this morning, inferred that there is an error in your basic data by reason of the fact that you treat as interline the movement of coal from the Lake Superior docks into the interior over the western lines; and he pointed out that the description which you read from the annual report did not contemplate that that same coal, when it moved from the Pittsburgh district, or the Ohio River, or anywhere else, to the Lake Erie Ports, say, would be treated as interline. Now the ore cars moving down to Lake Superior over Mr. Plunkett's line carry no indication on the waybill that they have had a preceding water movement,—and of course there has not been any; but then when they get down to Mr. Eshelman's territory, and the ore moves from Lake Erie to Youngstown or Pittsburgh, it would carry an indication that it had come by water, and it would be treated as interline, would it not?

A. Yes, sir.

Q. Well, now, do not the two just wash out, then, one as against the other, when you balance the movement?

[fol. 123] A. The effect of any change in the count would not affect, you might say the cost study as a whole, or would not affect the cost of the average length haul. The effect of it would be that we would be distributing the terminal expenses on a weighted basis, and if we put in—or rather, if we reduced, erroneously reduced, the count of cars in the weighting of 1.0, and increased the count of cars arbitrarily in the weighting of .45, we would have the effect of throwing into running service some of the expense that should properly be in terminal service. If we could only check the effect upon the entire eastern territory, by getting some indication of the number of cars of that designation, we

could then very quickly throw them into the proper column, and determine the amount of error thus arrived at.

Q. Is that the best answer that you can give to my very simple question, as to whether or not they would tend to offset each other?

A. Well, the two areas are in different territories.

Q. Yes, sir?

A. And the two territories do not cancel out.

Q. Well——

A. In other words——

Com. Aitchison: Just a moment, please.

The Witness: Yes.

Com. Aitchison: Just answer my question, and then stop. [fol. 124] In Mr. Plunkett's territory, he was careful to point out the situation with respect to coal. He did not say anything about ore.

Mr. Plunkett: If the Commission please, if I may intrude: I only used that for illustration. The same thing applies to ore in the opposite direction, delivered to the lake carrier. I was merely using that as an illustration.

Com. Aitchison: Well, now, down in Mr. Eshelman's territory, he has pointed out that he is not getting any credit for the coal, with one terminal service, and I am pointing out that on the other side, the ore is treated the way he wants it; so that it would seem to me that you have one right and one partly right, in each territory.

The Witness: I do not believe that they would entirely cancel themselves out, Mr. Commissioner.

Com. Aitchison: All right. Well, then, Mr. Eshelman, if there is any significance to this, will you, for the eastern carriers, if you attach any importance to this, give us a figure which will show just the difference which this item would make to you—not now, of course.

By Mr. Eshelman:

Q. Now, Dr. Edwards, coming to page 145 of your exhibit No. 3, table 85,—which deals with loss and damage payments.

A. Yes.

Q. At the bottom of the sheet there is a note which begins, [fol. 125] "The amounts shown in this table include only the loss and damage payments as reported by the carriers", and so forth. To the extent that some of the carriers accrue their loss and damage claim payments in order to spread

them over a period of years, and not be affected too sharply by heavy payments one year and lighter payments another year, there would be a different showing from what you have here, would there not? You have simply shown the total for 1939, have you not, even though they might have accrued those items?

A. Oh, I presume that there are accruals, yes.

Q. On your Form-A,—I cannot tell just where it is, because I do not know, but you doubtless know, with reference to account 323, Floating Equipment Repairs, and account 408, Operating Floating Equipment,—there is provision made for distribution to running service and yard switching, but I think that the form gives no basis for the separation. Could you state, Dr. Edwards, in the first place, what is to be included under yard switching, and then how you made the separation here.

A. With the exception of those carriers operating a lengthy water service, such as across Lake Michigan, we included practically all of the charges to those accounts in terminal operation, as we considered that they were either analogous to terminal switching, or interchange switching, or intertrain or intratrain switching, namely, switching as between cars, or switching between trains; those expenses [fol. 126] were included in terminal expenses, which are distributed among the various classes of switching on a weighted cars-handled basis. There were no railroads in your territory which were not treated on that basis.

Mr. Eshelman: Thank you very much. That is all I have, Mr. Commissioner.

Mr. Reynolds: If the Commission please.

Com. Aitchison: Mr. Reynolds.

Mr. Reynolds: I have no questions to ask, in addition to those which have been asked by Mr. Plunkett and Mr. Eshelman. I merely want to say that the southern carriers find themselves handicapped by not having the underlying data used by Dr. Edwards in preparing his cost study. We therefore ask that all of the underlying data be made available to a small committee of accountants of the southern railroads.

Com. Aitchison: Do I understand that you are picking out the Southern, or did you say "Southern carriers"?

Mr. Reynolds: Southern carriers.

Com. Aitchison: A committee of accountants of the southern carriers?

Mr. Reynolds: Yes, sir.

Com. Aitchison: Do you mean by that, to exclude the carriers in the other districts?

Mr. Reynolds: I am only speaking for the southern carriers, if your Honor please.

[fol. 127] Com. Aitchison: Well, if anything of that sort is done, should it not be done by a committee representing the respondents generally, all of them? That is the way to avoid misunderstandings.

Mr. Reynolds: Well, of course, your Honor, we would have no objection to the other carriers having this information, if they desire it; but we do particularly desire it, and we wish it could be made available, as I say, to a small committee of our accountants.

Mr. Turney: Should it not also be made available to the other parties?

Com. Aitch-son: Of course, we have not had any request on the record as yet, until the present moment. If you are making one now——

Mr. Turney: I had intended to.

Mr. Norman: You were also going to have one from me, if your Honor please, when the proper time came.

Mr. Eshelman: If the Commission please, speaking for the eastern carriers, while I think we would have no objection to having available to the parties, if necessary, such of these studies of the Bureau of Valuation, for instance, as Dr. Edwards has referred to—these special studies, as mentioned in his exhibits—I think we would object to making public in any way the individual data of individual lines. We feel that the issue in this case deals with general ques-
[fol. 128] tions of group rate levels and group costs, and we do not think that, in this sort of a case, we ought to make public individual data for individual lines. It may conceivably be that in some case it might become relevant to the issue, and we expect to meet it at that time, but we do not think it ought to be done now.

Mr. Reynolds: Of course, the result as to the different groups, your Honor, as you know, depends on the results as to the individual railroads.

Com. Aitchison: Well, I do not think that we ought to give you a search warrant of the Commission's files.

Mr. Plunkett: I think the western lines would object to having that detail made public.

Mr. Norman: Do you mean, the detail which you furnished in answer to the questionnaire? You are not objecting to the detail that has been prepared by the Bureau of Valuation, I take it. If you are, upon what do you base your objection?

Mr. Plunkett: If those matters relate to any single road, I would object, yes, sir.

Mr. Reynolds: Of course, if the Commission please, speaking for the southern lines, we only want access to the data which was actually used by Dr. Edwards in preparing this cost study; but we do want access to all of that data.

Mr. Turney: If your Honor please, reference to page 49 of exhibit No. 2, to the footnote, will indicate that all of this data has been summarized in the territorial schedules. So [fol. 129] far as the people whom I represent are concerned, that will be sufficient. We do not desire information as to the individual carriers.

Com. Aitchison: Whom are you representing?

Mr. Turney: I represent the Central States Motor Freight Bureau, and the A. T. A.—American Trucking Associations, Inc.; and I am not speaking on behalf of the committee of counsel for the various truck bureaus.

Mr. McCollester: Mr. Commissioner, on behalf of the State of New York, we were going to request, and we do now request, that all of the basic data be made available—that the reports made by individual railroads be made available, and that any other data, such as Form-B, which has not as yet been referred to here, and certain letters which Dr. Edwards received from the railroads, which are mentioned in his report, but are not set forth, be made available to us. Now, as far as the individual railroads are concerned, I would say this: we think that an analysis of the data by individual railroads will show that the presentation made by Dr. Edwards on a territorial basis, conveys an entirely erroneous impression so far as the issues in this proceeding are concerned. We do not know, and we cannot tell, of course, until we see the data; but I would direct the attention of your Honors to the fact that on page 36 of exhibit No. 2, Dr. Edwards himself says, "Very substantial variations exist in the costs for individual railroads [fol. 130] within a territory." As far as grouping is concerned, it will depend also upon the individual railroads

which are selected for grouping in one territory rather than another. For example, you will see, by reference to page 15 of the exhibit, that, for the first time in history, so far as I know, the Richmond, Fredericksburg & Potomac has been grouped with the southern lines. Now I am inclined to think that the R. F. & P., as an overhead railroad, is a rather low-cost railroad, and that its inclusion in the southern group operates to reduce the average cost for the southern group; and correspondingly, its elimination from the northern group operates to raise the average for the north. Now, that may or may not be so; we cannot tell until we have the basic data. Furthermore, Dr. Edwards, on that same page 36, where he states, as I mentioned, that there are very substantial variations in costs for individual roads within a territory, has set *forth only* five railroads in the north, and only three railroads in the southern group. Now we think that if in the southern group he had looked at the Louisville & Nashville, and the Illinois Central, he would have found much greater variations in the south than exist between the principal railroads in the north. But those are things which we cannot know until we get at the basic data. It may be that the result of a study of the basic data will be to show that the conclusions as to the particular figures are all right; but, as far as the state of New York is concerned, we certainly cannot consent to [fol. 131] any order being made in this proceeding upon the basis of a showing that the average cost of hauling freight in northern territory is as shown here, or in the south or west, is as shown here, without having an opportunity to examine the basic data, and the reports for the individual railroads.

Com. Aitchison: Mr. McCollester, this witness is testifying that this is his best judgment. Now, of course you have a right to ask him what he bases that judgment upon, but you do not necessarily have a right to make him produce every scrap of paper that he has ever seen, or had.

Mr. McCollester: No, Mr. Commissioner, that is very true; but we certainly do have a right to have him produce the data, the underlying data itself. If he were not the Commission's witness, if he were our witness, or if he were a railroad witness, we could get his work sheets, and examine them. If he had sent out a questionnaire, if he were a railroad accountant and had sent out a questionnaire to the members of the railroad staff along the line, we would

have the right to get the returns to that questionnaire and examine them, if his conclusions were to be retained in evidence. I cannot conceive that, simply because he happens to be the Commission's witness, that deprives litigants that will be affected by the Commission's order, of any rights in that regard.

Com. Aitchison: Have you heard any suggestion of any different rule that would apply to him, than would apply [fol. 132] to any other witness?

Mr. McCollester: No, Mr. Commissioner, and I am not making any such suggestion. I am simply asking that the same rule apply to him that would apply to anybody else, any expert witness who wants to draw conclusions from *basic data*. *The basic* data has not been produced here, and we do not ask that it be produced here, but we do ask that it be made available to us, so that our experts can examine it.

Mr. Walker: If the Commission please, may I ask a question, in order to properly understand Mr. McCollester's request?

Com. Aitchison: Yes.

Mr. Walker: Mr. McCollester, do I correctly understand that you desire the basic data as to valuation that was furnished by the Valuation Department, and also the basic data which was furnished by the Engineering Department, which was used by Dr. Edwards?

Mr. McCollester: Yes, sir, that is correct, and also the returns on Form-A, and the returns on Form-B—which, as I say, has not been referred to as yet, but which is mentioned in exhibit No. 2; and also the answers to the letters that are referred to on page 51 of exhibit No. 2.

Mr. Reynolds: Since I started this argument, if the Commission please, I would like to say this, that the accountants for the southern lines have informed me that it is impossible for them to check the accuracy of Dr. Edwards' cost [fol. 133] study, or to rebut the cost study, without having available to them these underlying data.

Mr. Walker: Would you want also the underlying data of the Bureau of Valuation, where the valuation was fixed by the Bureau, and given to Dr. Edwards?

Mr. Reynolds: Well, I do not know that I am qualified to answer that question just off hand, but if it is necessary, we would want it.

Mr. Walker: I think it is very important for us to know, if the Commission please, if part of the data is going to be made available, as to whether or not it is all going to be made available.

Com. Aitchison: Well, now, Mr. Reynolds, this information, as far as the southern lines are concerned, was furnished by your clients.

Mr. Reynolds: That is right.

Com. Aitchison: Did they not retain any copies?

Mr. Reynolds: Oh, we can get the information that was furnished by the southern lines, if the Commission please; but the big thing, of course, is not merely the intrinsic levels of rates, but the relative level of rates in the different territories; and for that reason we would not only want the basic data which was furnished by the southern carriers, but also the basic data which was furnished by carriers in other territories, which was also used by Dr. Edwards.

[fol. 134] Mr. Turney: There is one point that perhaps I did not make clear, Mr. Commissioner, and that is this, that it is impossible, as I think Dr. Edwards will agree, for anyone to correct this study by a change in the formula unless the basic units, and the expenses by primary accounts, at least by territories, are made available. This study is unique in that it does not contain, at any point, a summary of expenses by primary accounts. Wide groups are all that are shown. For example, on the question as to whether or not a particular expense should be allocated on the basis of gross ton miles, or upon the basis of car miles, there is nothing in the data that have been offered here today that would enable anyone to ascertain or show what difference that would make. Is that not true, Dr. Edwards?

Com. Aitchison: Well, now, you do not need to answer that Dr. Edwards.

Mr. Turney: Well, then, I will state it as a fact myself, that it is true.

Com. Aitchison: Mr. Turney is not cross-examining the witness just at this time. He is making an argument to the Commission.

Mr. Turney: I am trying to do so, at least—under some difficulties.

Mr. Norman: If the Commission please, may I say just a word?

[fol. 135] Com. Aitchison: Mr. Norman.

Mr. Norman: I have quite a list of data here that I was going to ask Dr. Edwards to produce. It is confined to data to which he has made reference in his exhibit, largely in the footnotes thereto. It consists of various reports of the Bureau of Valuation, or its Engineering Department, that have been made, and that have been referred to in his study. Now, I do feel that wherever he states in his study that he has used a certain report, or the results of a certain study made by the Engineering Department of the Bureau of Valuation, we ought to be given access to those reports. As I say, I was prepared to ask for these matters more or less seriatim, but it does seem to me that the matter could be covered by just saying: the reports or studies to which Dr. Edwards has made specific reference in his exhibits.

Com. Aitchison: Have you concluded, Mr. Norman?

Mr. Norman: Yes, your Honor.

Com. Aitchison: Obviously, we will have to give the matter consideration. We will see what can be worked out on it. We are not prepared to pass on it just at this moment. Now, Mr. Reynolds, do you desire to cross examine the witness?

Mr. Reynolds: I have no questions, your Honor.

Com. Aitchison: Is there further cross-examination of the witness?

Mr. Turney: Yes, if the Commissioner please, I have some questions to ask the witness—if this data is not going [fol. 136] to be furnished,——

Com. Aitchison: Please address us, Mr. Turney.

Mr. Turney: I beg your pardon. I am very sorry. If this data is not to be made available to the parties, then it will be necessary for me to request it, or to develop it question by question with respect to certain items. However, I would desire to defer that until the ruling has been made, if that is agreeable to the Commission.

Com. Aitchison: I think you ought to proceed on the basis that the ruling might be adverse to you.

Mr. Turney: Very well.

By Mr. Turney:

Q. Dr. Edwards, will you please turn to page 49 of your exhibit No. 2.

A. Yes, sir.

Q. You state in paragraph 1 there that the division, or allocation of freight maintenance of equipment and rental expenses was on the basis of running, switching and station services. Where are those bases shown?

A. In the formula, Form-A, schedules (a), (b), and (c), —schedule (a), sheet 2; schedule (b), sheet 2; and schedule (c), sheet 2.

Q. Is it possible for anyone, from exhibits 2, 3 and 4, to ascertain the correctness of that allocation?

A. Are you referring now to the mathematical correctness, or the correctness in principle?

Q. I am referring to the statement of the separation of [fol. 137] those expenses,—which I assume is by primary accounts, is it not?

A. Yes.

Q. They were separated by primary accounts?

A. Yes, sir.

Q. And they were separated on certain unit or use factors?

A. Yes, sir.

Q. Now my question is, at any place in any of these exhibits are the amounts of those primary accounts shown?

A. No, sir, they are not. The amounts are shown in our work sheet to Form-A, which means that we applied Form-A to each of the 130-odd railroads. As noted in the exhibit, the blank form-A shows the procedure which anyone might follow with the working data available from the annual reports and questionnaires.

Q. Well, as I understand your note on page 149, then, that indicates that some of the Form-A's were consolidated into large territorial groups by summaries,—were they not?

A. Yes, sir, and those summaries are shown in exhibit 3; the group summaries are shown in exhibit 3.

Q. But not by primary accounts.

A. No.

Q. And it is impossible for anyone to check either the accuracy of the basic data which you used, or the accuracy of the computations which you made, or the effect in dollars and cents upon the cost study of an erroneous basis of allocation, is that not true?

[fol. 138] A. That would be true, but if one devised another formula apportioning on some other basis, then one could apply one's own formula, and compare the result obtained from that formula, and check this result. Neces-

sarily this Form-A calls for certain apportionments, which are all outlined, and made clear, and fully explained. Now, if one wanted to take some other basis of apportionment which one believed to be more proper, one could take this form and apply one's own formula and compare the results.

Q. Did you not state, in answer to a question which was put to you on cross-examination here this morning, that, to check the accuracy of your formula, you frequently used other formulas to see whether it made any difference or not?

A. No, sir.

Q. Well, do you not do that in your exhibit No. 2? Do you not substitute one formula for another to see the effect that a different formula would have had?

A. No, sir.

Q. Well, then, Dr. Edwards, will you please turn to—will you tell me what part of your exhibit No. 2 it is that shows the effect of possible errors on your computations?

A. That is chapter *VI*, beginning on page 82.

Q. Chapter *VI*, page 82.

A. Yes.

Q. Now, you did check to see whether or not the exclusion [fol. 139] of the expenses of switching and terminal companies would have had any effect upon this formula, did you not?

A. Yes, sir. We took a blank Form-A, and filled it out with the expenses in and with the expenses out, and compared the answers. As I said before, anyone can do that, who wanted to add in the switching and terminal expenses, as we did.

Q. Now, Doctor, supposing we turn back for just a moment to page 49 of your exhibit, and see if it is that easy. How did you divide the expenses of trainmen's wages between the different types of service; on what use factor?

A. Well, there are other use factors that are outlined in this formula. Let me refer to schedule (c), sheet 2. Schedule (c), sheet 2, line 13, account 401, column 4, refers to footnote 4. Then there is a table, item 1, showing—well, I need not go further into that, but there is a 3-line table.

Q. Of course I had not ever seen this thing until noon today. Where is your allocation between carload and less than carload expenses for trainmen in your running expenses?

A. We have assigned no running expenses for handling less than carload traffic.

Q. Do you mean that you have no running expenses in your less than carload tables?

A. No, sir. I was referring to—we have running expenses, yes, sir. That separation is carried out throughout the formula. You would have to follow through every [fol. 140] schedule. That is, certain schedules deal with maintenance, others with equipment, others with maintenance of way——

Q. Well, I mean——

Mr. Smelker: Let him finish.

A. —and other schedules deal with traffic. Under that separation, the costs are broken down to a unit basis at various stages, in various places, throughout the formula.

By Mr. Turney:

Q. Have you completed your statement?

A. Yes.

Q. Well, now, I am dealing with a specific account, 392, train enginemen, or 401, trainmen. Now those are expenses which you have in the operation of every train. You have cars in the train that have less than carload in them, and other cars that have carload in them, do you not?

A. Yes.

Q. How is that expense for trainmen allocated between those two kinds of cars?

A. On a gross ton mile basis.

Q. It is correct to say that in many studies it is separated upon a loaded car mile basis, is it not?

A. That may be, but we believe that the gross ton mile basis is the desirable basis, in as much as the expense follows princpally the gross ton miles, and not the car miles—that is, the crew and fuel expense.

Q. Well, we were not talking about fuel, Doctor. We were [fol. 141] talking about account 401, trainmen.

A. No, you were talking about account 392, train enginemen.

Q. All right. Let us use 392. However, dealing first with 401, what do the gross ton miles have to do with trainmen's cost?

A. Because the number of trains operated is in proportion to the volume of traffic handled. The volume of traffic

handled is then measured in terms of gross ton miles. Gross ton miles in less than carload service versus carload service is a measure of the work performed, and provides a fair distribution, we believe, of the expenses.

By Com. Aitchison:

Q. As a matter of fact, the train ratings are made up on the basis of gross ton miles, are they not?

A. Yes.

By Mr. Turney:

Q. Do you know that to be true of trainmen's wages?

A. I believe that to be true as to all train expenses, yes, sir.

Q. Well, now——

A. —in this type of study.

Q. But we were not talking about the study itself, Doctor. We were talking about the labor schedule. Now will you tell me what the difference is in a conductor's wages for handling a train of 45 less than carload cars, and handling a train of 45 cars of coal.

A. Well, it is not as simple as that.

[fol. 142] Q. My question is.

A. You are asking me as to the difference.

Q. I am asking you if there is any difference in trainmen's wages.

A. Trainmen's wages vary for 100 different reasons. There might well be a wide difference, and there might well be no difference.

Q. Well, let us assume for the moment that there is no difference in the conductor's wages for handling a 50-car train, or a 90-car train, of less than carload traffic, and the same number of cars of coal, the less than carload having a gross weight of some 30 tons per car, and the coal probably twice that, 50 to 60 tons per car. If there is no difference in trainmen's cost, your gross ton mile basis erroneously overstates the expenses which you allocate to the carload traffic as against the less than carload traffic, does it not?

A. Not necessarily, no, sir. We are interested in that proportion of the expenses chargeable to less than carload traffic, handled in the average train in which it is handled. On the basis we have used here, we approximate the cost

that would have been arrived at on your less than carload traffic, which may be handled in a mixed train, or handled by itself, but enjoying the same average load factors as are actually experienced in connection with the mixed load.

Q. You will concede, will you not, Doctor, that if the trainmen's cost for a train of a given length is the same, [fol. 143] it is just as logical to allocate that cost upon the basis of loaded cars or total cars, either one or the other, as it is upon the basis of gross ton miles?

A. No, sir, I would not say that. It may be that I am missing your point, Mr. Turney. Perhaps a clear example of what you may be implying may be drawn from the Pocahontas Railroads, where it is true that the gross ton mile cost represents the average cost of trains of perhaps seven or eight thousand tons. Now if less than carload merchandise trains are operated with an average tonnage of only three or four thousand tons, and the cars are switched from point to point, if their number, based on mileage, is the same, then it would follow that the gross ton mile cost on your less than carload would be higher that these studies would indicate.

Q. Well, now, Dr. Edwards, suppose for instance—and let me interrupt to say that I am not in my questions criticizing the formula. The purpose of my questions is simply to point out that in many, many cases there is a choice of formula that has been recognized by statisticians, and that that choice cannot be tested with respect to your study without the underlying data. That is true, is it not?

A. I do no know whether the addition of the underlying data would be of any benefit in that regard or not. I might say that after we developed this formula, we turned it over to the Annual Report Section of the Bureau of Statistics, to [fol. 144] a group of men and women clerks, who had never seen the formula before in their lives, and they took the annual reports, and followed out the instructions; and anyone else who does that would have the same basic data that we had.

Q. Well, now——

Mr. Smelker: Let him finish.

A. (Continuing:) Now having that data does not make it any more clear—that is, I do not know whether it would make it any more clear, or any less clear, to you. However, you

can take the annual reports of any carrier and apply them yourself.

By Mr. Turney:

Q. And do the annual reports contain all of this additional data which you obtained by questionnaire from the carriers, and from the Bureau of Valuation of the Commission?

A. They do not contain the valuation data that was supplied by the Bureau of Valuation——

Q. Is it possible——

Mr. Smelker: Just a moment, please, Mr. Turney. Let the witness finish his answer.

A. —nor do they contain the answers to the questionnaire that is shown on page 59. With that exception, the remaining data is in the annual reports, and most of the answers to the questionnaire have been introduced into the study.

By Com. Aitchison:

Q. Dr. Edwards, the Commission in one of the recent increased rate cases, made formal findings with respect to [fol. 145] 60 of these carriers, as of a given date, by groups. Do you have in mind to what extent, if any, they may differ from the figures that were given to you by the Bureau of Valuation?

A. What case was that, Mr. Commissioner?

Com. Aitchison: Ex Parte 115—or Ex Parte 123.

Mr. Bell: Both.

Com. Aitchison: Mr. Bell says in both.

A. There is some difference in the valuation.

By Com. Aitchison:

Q. Is that due to the lapse of time?

A. Yes, sir.

Q. Is it a great difference, or not?

A. No, sir, I do not believe that it is a very great difference.

Com. Aitchison: Do you have in mind, Mr. Bell, what the final figures were for the Class-1 roads as a whole?

Mr. Bell: No, I have not, Mr. Commissioner; I do not recall offhand.

Com. Aitchison: I am wondering whether or not the Commission's figures, in as much as this is largely a comparative study anyhow, should be considered.

Mr. Turney: Well, of course, if the Commission please, the figures to which I was referring were those such as are shown at the top of page 105 here, where special studies were made with respect to switching at some of these terminals.

The Witness: Page 105?

[fol. 146] Mr. Turney: Yes. It is not possible to get that anywhere, except from your worksheets, is it?

Com. Aitchison: I was talking about the figures that were used as the basis for computation of a rate of return. I do not see how there could possibly be very much difference, if any, other than merely additions and retirements, between the figures that the Commission reported, certainly once, and Mr. Bell thinks twice, recently, and these figures.

Mr. Turney: Well, now, I think that is true, so far as the total valuation figures are concerned, Mr. Commissioner, but at the moment, personally, I am interested in this other matter.

By Mr. Turney:

Q. Now while we are on page 105, Doctor, as another illustration——

The Witness: Just a moment, please. Let me answer your question. You asked me a question, Mr. Turney, and I want to answer it.

Mr. Turney: All right.

The Witness: You were asking, as I understood you, where you could get the source of the data on 105.

Mr. Turney: Yes.

The Witness: I think that the sources are all indicated there. It all came from the annul reports, or from Senate Resolution 146, 76th Congress, 1st Session, Volume 1, Statement 6.

[fol. 147] Mr. Turney: Well, I am talking about——

The Witness: If you have those two items, you have all of the sources which we used.

Mr. Turney: I am talking about up at the top of page 105, Dr. Edwards, where you speak of a special study made by the Engineering Session of the Bureau of Valuation.

The Witness: Oh, I see.

By Mr. Turney:

Q. Well, let us go to the bottom of page 105.

A. I might say—pardon me.

Q. Yes?

A. I might say that the study you refer to merely consisted of a statement by the Bureau of Valuation to the effect that they recommended these mileages for the various classes of switching. It was a very simple statement, and the fundamentals are given here. The rest is largely textual statement. The studies themselves that they made, however, were quite comprehensive, and are in the files of the Bureau of Valuation, and we have not seen them.

Q. Oh, I see. These are the mere units, then, which were applied to certain expenses, and certain units which are not shown in any of your exhibits, and without which it is impossible to check the effect of these assumptions upon your study; is that not true?

A. Well, these units, revenue miles and car miles, are shown by territories.

[fol. 148] Q. Well, but let us take the bottom of page 105, Doctor. You used, as I understand it, in ascertaining the less than carload cars for the year, the average load per car during a particular week, during which week there was a peak load of merchandise on the railroad. Is that correct?

A. That month was a heavy month.

Q. Now, the Association of American Railroads publishes weekly the cars that are loaded by the different railroads with less than carload traffic, does it not?

A. Yes.

Q. Would it be possible for someone who wanted to approach the problem of ascertaining the less than carload cars, in a way which might be thought to be more accurate than your method, to use the total cars loaded during the year by the railroads, instead of the cars which you used, which were obtained by dividing the less than carload tons for the year by the average load during an admittedly heavy month? Is that not a reasonable assumption?

A. We used different average loads; we used three average loads——

Com. Aitchison: Answer the question.

The Witness: May I hear the question again?

Mr. Turney: Read it, please.

(Question read.)

[fol. 149] Com. Aitchison: Do you understand the question?

The Witness: Yes. My answer is "No".

By Mr. Turney:

Q. It is not reasonable to assume someone would use the other course?

A. Because they did not permit us to draw off the elements we desired.

Q. Well, am I correct and do I correctly interpret your paragraph 5-C, that you obtained an estimated number of less than carload cars for the year by dividing the total tons of less than carload traffic by the average load of the first week in October, 1940?

A. We divided it as indicated in lines B and C above, but the Forwarder Report provided for three types of carload averages having a difference of as much as a ton apiece, which we used for different purposes in estimating the cars; so when you speak of taking the total cars loaded and total tons, you are not using the average carloads that we used. You could do that, of course, but you would not arrive at the same result that we have.

Q. Doctor, if you will, go back and answer my question. I asked you whether or not you used as indicative of the less than carload cars used by each of the carriers during the year, a sum obtained by dividing the total tons of less than carload traffic for the year as shown in the annual report by the average load per loaded car, that is loaded out of [fol. 150] terminal, as shown in the Forwarder Report referred to in paragraph B, note 5, on page 105.

A. I probably missed the point of your question. Do you ask if we did that?

Q. Yes.

Com. Aitchison: He asked you if you used the sampling process.

The Witness: We used the sampling process. Our results are based upon the one territory.

By Mr. Turney:

Q. Can I not have an answer to my question, that the cars of less than carload traffic which you used for each railroad and for each territory were ascertained by divid-

ing the tons which are reported by the average loading of the cars for one week?

A. No.

Q. Then what did you mean by paragraph 5-C?

A. That is one of the averages we used. You asked me if we did. In this case we did, yes. In two other cases, we did not.

Q. Now, I am talking about the figure which you used as the number of less than carload cars handled or originated, and that is where you got them, is it not?

A. Yes.

Q. You used those less than carload cars to determine the terminal expense or switching, did you not?

[fol. 151] A. We used it to determine the number of less than carload cars.

Q. Did you use it for that purpose?

A. Yes, sir.

Q. If that division understated the total number of less than carload cars that were handled by the carriers during the year, your total expense for handling the less than carload traffic for the year was understated, was it not?

A. It would be understated in a very minor degree. We have already covered that in chapter 6, the effect of 20 per cent error in all less than carload averages.

Q. Well, is it not true——

A. That probably will answer your question directly.

Q. No. It does not answer my question, but we will take it as being only a little error, and let it go, and come to the next one. There is reported by the American Association of Railroads what purports to be an accurate statement of the cars loaded, is there not, for the year?

A. I presume so.

Q. Now, that figure would be identical with your paragraph 5-C, would it not?

A. It may be.

Q. It would be identical——

A. I would have to see their computation. We used three averages. I would have to check their computations to see if it was the same terminology we used. We find that many [fol. 152] statistics purport to be the same, but they are not identical.

Q. The statistics which you report on 5-C is the number of cars loaded, is it not?

A. Yes.

Q. The tons per loaded car which are shown in your 5-B for that week, were taken from the American Association of Railroads statistics, were they not?

A. No.

Q. Are you certain of that?

A. They were taken from a special study made by the Bureau of Statistics in connection with the forwarders' study.

Q. Does not that special study show that those cars for that week came from the American Association of Railroads report for that week?

A. I am not familiar with that point.

Q. Well, assuming that there is extant an actual report by the rail carriers of the number of cars actually loaded with less than carload freight for the year, no one can compare your synthetic figure obtained in this manner without at least the territorial summaries, can be?

A. In order to compare it for individual roads, you would have to either have our work sheets on that road, or apply the formula. If you used the territorial summaries, that would probably be difficult, because the territorial summaries contain a very large number of railroads and some of [fol. 153] those railroads may have their operations broken between territories so that you could not verify it. The best verification would go back to the application by the individual railroad of these formulas.

Q. Will you turn to page 49.

A. Yes.

Q. I will be through in just a second.

A. All right.

Q. In note 1, you speak of a territorial summary consisting of four schedules of 12 pages each.

A. Yes.

Q. I presume that meant 48 pages, taking each territory?

A. Yes.

Q. Is that correct?

A. Yes, sir.

Q. How many accounts do you have to have?

A. 12.

Q. So you would have a total of sheets containing all of the information by primary accounts and all of the units which you used in making this study upon pages that would equal the product of 12 times 48, is that correct?

A. Not by primary accounts, no.

Q. Do I understand these territorial summaries are not by primary accounts?

A. Yes, sir. The territorial summaries are reproduced [fol. 154] in the cost scales. You have the territorial summaries in exhibit 3. The only thing you do not have that we do have in our territorial summaries is the unit cost for each of the 10 to 50 railroads in each territory. We merely drew off the sum total and put them all into one sheet.

Mr. Turney: Just a minute, sir.

By Mr. Turney:

Q. As I understand it, these costs in exhibit 3 contain all freight operating expenses, rents and taxes grouped. In exhibit No. 2, you made a further grouping in which you included first a return on the investment of 4 per cent; then another one with a return on the investment of 5¾ per cent; and then another one with a return on the investment plus deficits in less than carload and passenger traffic. But in none of those tables do you show the detailed figures where it would be possible for anyone who desired to check the accuracy of your formula to do so, is that not so?

Com. Aitchison: I do not believe you exactly mean that. You do not mean the detailed figures to check the accuracy of the formula. You mean, the detailed figures for the purpose of checking the results of the application of the formula.

Mr. Turney: I will accept that amendment.

The Witness: What is the question?

Com. Aitchison: Reframe the question.

By Mr. Turney:

Q. As a matter of fact, Doctor, is it not true that without making a study by primary accounts or having the basic [fol. 155] service units which you used in allocating these accounts between line and terminal and between different sized loads and between different kinds of equipment—is it not true that without having those figures themselves, no one can check this data to determine what effect the use of a different formula for any specific service would have?

A. When we wanted to check——

Q. Doctor, can you answer the question the way I asked it, please, sir?

A. No.

Q. All right.

A. May I amplify that?

Q. Yes.

A. When we wanted to check the effect of using different factors, we merely took this Form-A and applied it once to a selected railroad or any railroad. Then we went back and reapplied it again, using different factors. We might apply it three or four different ways, using different factors and compare the results. We do not have to have our initial working papers. We have an accumulation of three or four thousand working papers. One could use those for a form already worked out, but as you may have noted in chapter 6, we worked out some of these on many cases. We just wanted to fill our store and we kept on using different factors each time. If you wanted to work it out on the basis we did, using our factors or a dozen other different factors, [fol. 156] it merely takes a new form, put in the new factor and apply it. That is only a matter of a day or two's operation after you have become familiar with it.

Q. Do I understand you to say that the only place where the primary accounts and the primary service unit are shown are in the individual reports of the carriers?

A. In the individual formulas, not the reports. There are no reports. They are in the individual applications of the formula.

Q. How did you aggregate into a single territory, for instance, station clerical expense?

A. We aggregated it by adding it up for each railroad in that territory.

Q. You made no statement when you added it up?

A. No. We just added the figures, each formula provides. Form-A provides for the separation between platform and clerical. Having clerical, we added it up for those railroads in the territory.

Q. Do you mean you added it on a comptometer and put the figure down, or you listed them by railroads, so they could be checked?

A. We listed them by railroads. In our summaries we carried forward the individual unit costs of each of our costs, carload and less than carload separately, using table 87. If you will refer to exhibit 3, table 87, you will find a series of groups of costs which shows them for 12 territories plus northern Illinois and southern Missouri. Our [fol. 157] procedure was merely to use a separate table for

each territory and instead of listing the 12 or so territories, we inserted the name of the railroad and carried it forward from our Form-A application. When we got them all inserted, we merely added from top to bottom the total expenses or total units and divided the aggregates to get a weighted average unit cost for the territory.

Q. Did you add all of the expenses, for instance, shown in group 2 on table 87 and list them all at one time, or did you list them by primary accounts by railroads?

A. We listed them exactly as they are listed here. These group costs——

Q. That is the total line. What did you have above this line?

A. I do not understand your last question.

Q. You show New England, $556,394,936. The first line is the total, is it not?

A. What page are you referring to?

Q. Table 87, page 147, column No. 5, the first line.

A. That is the total revenue car miles. That is one of many totals.

Q. Now, did you not on your switching expense in group 4, column 12, do that by primary accounts?

A. That is grouped in this way: we grouped all of the expenses of a group 4 nature on schedule 8 of Form-A and merely brought forward the aggregate costs and aggregate units. Within that group of expenses, there are charges [fol. 158] to a very large number of accounts.

Q. But you did not add the primary accounts together?

A. No. That would not be possible.

Q. Why not?

A. You could trace it back and find out, but when you come out with, say, ten million dollars, there may be from a few cents to hundreds of thousands of dollars, a very large number of accounts buried in there. We carried forward our distribution separately for maintenance of way and maintenance of equipment and transportation.

Q. One other thing: you separated station transportation expense between station clerical and station platform, is that true?

A. Yes, sir.

Q. That separation is not made in the annual report form, but you obtained it from the carriers individually?

A. That is right.

Q. Any party to this proceeding has no way of knowing what that expense was?

A. No, sir. Your only alternative would be, which we did in the case of a few railroads, to use the wage divisions in the annual report and outlined in schedule A. That is a less satisfactory method.

Q. After you obtained—I am merely using this as illustrative. After you obtained the station clerical expense [fol. 159] you separated it between carload and less than carload traffic upon the basis of consignment, if I understand the formula correctly?

A. That is right.

Q. But when you came to separating the cost of clerical expense between different loads of less than carload—that is, different quantity shipments—instead of dividing it upon a clerical basis, you divided it upon a ton basis, did you not?

A. We divided it upon a consignment basis. Then we reduced that to a cost per ton in order to ultimately get the cost per hundred pounds. The expenses are distributed on a consignment basis, and for convenience they were reduced to a cost per ton and then per hundred pounds, based upon the carriers' average load per consignment as reported in the questionnaire.

Q. The net effect of that was this, was it not: as between carload and less than carload traffic you separated upon a consignment or bill basis; that is true, is it not?

A. A weighted consignment basis.

Q. What does that mean?

A. We gave a weight to a carload consignment of 5 and a weight of 1 to a less than carload consignment.

Q. A weight of what?

Q. You mean you figured you could make 5 less than carload consignment.

Q. You mean you figured you could make 5 less than carload bills while you made 1 carload bill?

[fol. 160] A. That does not refer to the billing expense. That refers to all station expense chargeable to account 373, including men who are out signing bills of lading, sealing cars and so forth. The actual billing and expense of station work is only a small part of the total. A weight of 5 to 1 would not be applicable there.

Q. Well, let's go on. However you got it, you ultimately divided between carload and less than carload on some weighted consignment basis?

A. Yes.

Q. After you obtained the amount for the less than carload traffic, you then assumed the average weight per shipment and separated that expense between individual shipments on a 100-pound basis?

A. Yes, sir.

Q. Is that correct?

A. Yes.

Q. So that you assigned 10 times as much expense to a less than carload shipment of 1,000 pounds as you did to one of 100 pounds?

A. That is right.

Q. Do you think there is a reasonable ground for statisticians to disagree with you as to whether or not that should not have been carried through on a consignment basis in order to adequately apportion between different sizes of less than carload shipments?

[fol. 161] A. No, sir.

Q. You do not think it would be reasonable for anybody to disagree with you about that?

A. To put it frankly, no. My own opinion is on station work on L. C. L., that the cost follows the consignment. The platform costs follow the tonnage, but the billing costs follow the number of consignments and the billing expense and other station work, clerical work, is not 10 times as great for a shipment of 1,000 pounds as it is for a shipment of 100 pounds. Our assumption is that the clerical work in connection with it—the clerical forces never see that shipment—is equal in either case.

Q. But your tables are based on a 100-pound basis, and when you put it on a 100-pound basis, the net result is to assess against the 1,000-pound shipment 10 times the clerical expense that you assess against the 100-pound shipment, is it not?

A. I will have to check that. I will have to check up on your question there, Mr. Turney, and see whether you have a point there or not.

By Com. Aitchison:

Q. Before you concede that, is it not quite possible that it might be many times 10 times the amount of expense that would be involved if one consignment consisted of a forwarder's car with 500 different shipments in it?

A. Yes, sir. That might be true, too, but that does not necessarily bear on the size of the less than carload traffic.

[fol. 162] By Mr. Turney:

Q. You have not seen a forwarder's consignment consisting of 1,000 pounds with 500 pieces in it, have you?

A. Here again I might state that in this class rate study we are not trying to tie down the cost of individual trains or individual shipments. That can be done by special studies.

Com. Aitchison: I think that testimony which was put in before me at one time indicated there were many forwarder's shipments that would average about 2 pounds.

Mr. Turney: I was not there.

Com. Aitchison: Proceed.

By Mr. Turney:

Q. Mr. Edwards—Dr. Edwards, I beg your pardon—assuming just for the moment that it is possible for there to be a reasonable disagreement as to whether or not the clerical expense of the station should be separated upon a consignment basis as between different sized less than carload shipments and upon a hundred-pound basis, if anyone wanted to check the effect of that difference, he could not do so on the data which is here presented, could he?

A. Are you making that as a statement, or are you asking me the question?

Q. I am asking you the question.

A. My answer is "Yes".

Com. Aitchison: All you need is the formula, Dr. Edwards?

The Witness: I beg your pardon. Where you require a separation, to get an accurate separation of station ex-[fol. 163] penses between clerical and platform on a satisfactory basis, that can only be provided by the carriers themselves.

Com. Aitchison: That is what I am getting at.

By Com. Aitchison:

Q. It does not make any difference who it is that wants to do the checking; if it is a carrier or respondent in this proceeding who is a party to it, as Mr. Turney referred to

a few moments ago when he spoke about parties to this proceeding, they have the basic data in their possession to do that, have they not, if they want to?

A. Yes. The carriers have all the data that we worked with.

Q. Were you in error when you suggested acquiescence in answer to Mr. Turney's question that none of the parties to this proceeding would know what the distriubtion between platform and clerical would be?

A. Yes.

Q. The rail carriers are parties to this proceeding.

A. Yes.

Q. And they have the data in their possession, have they not?

A. Yes, sir.

By Mr. Turney:

Q. That is, with respect to each one's own reports?

A. Yes.

Mr. Turney: That is all.

Com. Aitchison: Is there any other cross-examination of Dr. Edwards?

[fol. 164] Mr. McCollester: I have a few questions, if the Commissioner please.

Com. Aitchison: Mr. McCollester.

By Mr. McCollester:

Q. Dr. Edwards, am I correct in inferring from pages 6, 7 and 8 of your exhibit No. 2 that in grouping the carriers for the purpose of arriving at average cost figures, it was your aim to start with the rate territories first and then subdivide those rate territories to some extent to arrive at 12 different territorial groups?

A. That is probably a fair statement of it.

Q. Well, now, did you see the map A attached to Dr. Stevens' exhibit No. 1?

A. Yes.

Q. Is that the territorial grouping with which you started and from which you proceeded by various subdivisions of the territories shown there?

Com. Aitchison. Come right to the point, Mr. McCollester. What is wrong about this?

By Mr. McCollester:

Q. Have you not included in southern territory some railroads that are Official territory lines, and are in Official territory for the purpose of classification and for rate-making purposes?

A. We may have done so. You are probably referring to the R. F. & P. That is one example, yes. We put that in Southern territory, believing that was a gateway carrier [fol. 165] to the Southern territory, and that that more properly belong there. We had the alternative of possibly throwing it into the Pocahontas group, but due to the character of the traffic handled by the R. F. & P., being in the nature of general merchandise and being more closely related to that of the Southern Railway and Southern connections, we elected to group it with the Southern carriers.

Q. Was that your own opinion?

A. That was the opinion of the group that worked with me, myself and Mr. Hobbs and a few other men in the Cost Section of the Bureaus of Statistics.

Q. So to the extent the R. F. & P. figures may affect the average in the south and its omission may affect the average in Official territory, you have not produced an average cost of the carriers in which the different classification ratings apply, have you?

A. No. We produced the cost of those carriers indicated in the exhibit.

Q. Is there any reason why a bridge line like the R. F. & P., which handles traffic between Official territory and Southern territory is any more a part of Southern territory than it is of Official territory? It handles traffic moving from one to the other, does it not?

A. That may be so.

Q. When you go out to the western end of Official territory, [fol. 166] I note from page 15 that you have included the entire Southern Railway in Southern territory; that is correct, is it not?

A. Yes, sir.

Q. Now, does not the Southern Railway have a line into St. Louis and into coal mines in Illinois?

A. They have lines reaching into the Eastern territory and we first endeavored to get a breakdown of those lines. The carrier separation was not quite along the lines that we thought adequate and we elected to put it into Southern

territory, feeling also that the small operations would not affect either territory, as the operations in question were of a minor extent.

Q. Now, you are talking about "Eastern territory". By that you mean Virginia, their lines in Virginia?

A. I am sorry. I was referring to the map that appears on the inside of the cover page in exhibit No. 3. In referring to Eastern territory, I am referring to the Official territory excluding the Pocahontas carriers and the R. F. & P. and the southern connections to which you have referred.

Mr. McCollester: Well, we may be talking at cross purposes, Dr. Edwards. I was asking you particularly about the line of the Southern Railway to St. Louis and into the Illinois coal fields.

By Mr. McCollester:

Q. There is such a line, is there not?

A. Yes, sir.

Q. Would you not say that that was probably the lowest [fol. 167] cost portion of the Illinois Central Lines?

Mr. Norman: The Southern Railway, you mean.

Mr. McCollester: The Southern Railway Lines.

The Witness: I do not know. It might be.

By Mr. McCollester:

Q. Your study did not so disclose?

A. No, sir.

Q. That is in Official territory?

A. Yes. That would have been theoretically desirable, to put it in there.

Q. In that respect, your treatment of the Southern is different, is it not, from your treatment of the Louisville & Nashville, which you did split as between Southern and Eastern territory, is that not so?

A. Yes.

Q. Is your explanation of having included in Eastern territory the lines of the Louisville & Nashville to East St. Louis and having excluded the lines of the Southern, that the Louisville & Nashville furnished you the data which enabled you to make the segregation, and the Southern did not?

A. I would say both carriers furnished the data, but the separation in the case of the Louisville & Nashville appeared

to be a little more sound; it appeared to be on a little sounder basis. The Southern Railway did not have a separation of cars originated and terminated, so we were lacking certain vital statistics. We thought the inclusion or exclusion [fol. 168] of those lines reaching into Official territory would not affect the cost scales in either territory to any material extent.

Q. If it should happen that we might doubt your judgment on that, the only way we can verify or disagree with your judgment is by having access to the basic figures which you considered, is that correct?

A. The only way you can verify that would be to get the Southern Railway to provide you with a separation to see what the effect would be. If the separation as to certain principal accounts is available, and if you had access to the data, you could check it in so far as that was concerned and compute the unit cost, then group those unit costs, exclude those amounts from Southern territory, add them into the Eastern territory, and in that way find out what difference it would make.

Q. The data as to the R. F. & P. which would enable us to compute the effect of shifting that from Official to Southern territory is also in your possession, is it not?

By Com. Aitchison:

Q. It would be a very simple operation for anybody to take the R. F. & P. and figure out its individual costs, would it not, and see how it compared with either Eastern or Southern?

A. Yes. We already have it in the cost of each group of accounts. That could be——

Q. No. The only way to test whether or not it would make any difference, any material difference, would be to compute [fol. 169] its own costs individually and see how they compare with the average of which it forms a part on the one hand, and with what Mr. McCollester said it should be included on the other hand?

A. Yes, sir.

By Mr. McCollester:

Q. What is your explanation for not having made a segregation of the Southern Railway's cost at the eastern end of the territory where its lines come into the eastern

part of Eastern territory? Is that the same explanation, that the data was not available to you, or that you just did not think you would do it that way?

A. What do you mean by the "eastern part of Eastern territory"?

Q. I am referring to Virginia.

A. That is not the eastern part of Eastern territory.

Q. It is the southeastern part of Eastern territory, if you want to put it that way.

A. It is partly both, Mr. McCollester. I am not sure that we even asked the Southern Railway to separate out that portion. I believe we put it into the Southern territory as being—I had to check that to see if we even asked them for it. I note that the separations were not on an entirely satisfactory basis. We decided it was more desirable to place the whole carrier in the one territory.

By Com. Alldredge:

Q. Dr. Edwards, do you understand that the portions of the Southern Railway that Mr. McCollester just referred to are clearly within either one of the territories, locally [fol. 170] as against through traffic?

A. We had a problem trying to determine what was a proper boundary and where the boundary should be drawn. There was no clearcut demarcation or any specific instructions in that regard.

Com. Aitchison: That is one of the questions in this case, Mr. McCollester.

Mr. McCollester: Exactly so, Mr. Commissioner, and that is why, for one reason, it will probably be necessary to have available the basic data for the individual roads, because we have here the question of what roads are to be governed by the Official classification and what by the Southern, and so forth, if there are to be changes in classification.

The Witness: As to this particular point, Mr. McCollester, that you raise, we could not answer. We would have to go back to the Southern Railway and ask for a satisfactory separation, to permit the separation which you desire.

By Mr. McCollester:

Q. Can you say now, or do you know that the data they gave you did not permit of a separation? I mean, if we had access to the data you had, could we make the separation?

A. No, sir.

Mr. McCollester: That is all.

Com. Aitchison: Is there any further cross-examination of Dr. Edwards?

Mr. Norman: I have one or two questions, Mr. Commissioner.

[fol. 171] Com. Aitchison: Mr. Norman.

By Mr. Norman:

Q. Dr. Edwards, you appeared to assent to a statement made by Mr. McCollester that the part of the Southern Railway in southern Indiana and Illinois was the low cost part of the Southern Railway.

Com. Aitchison: No, he did not. He did not assent to anything of the sort.

The Witness: I neither assented nor dissented. I said I did not know.

Mr. Norman: All right.

By Mr. Norman:

Q. Do you happen to know that it is the part that washes out nearly every year and has to be rebuilt?

A. Well, I do not know that.

Com. Aitchison: That is not necessary, Mr. Norman. That is not proper cross-examination.

By Mr. Norman:

Q. Doctor, is it true that whatever assumptions, allocations or methods you have used in arriving at the cost in one territory, you have used exactly the same in arriving at the cost in all territories?

A. Yes, sir.

Q. So that any slight error that might result from one method of allocation as against another, would appear alike in each territory?

A. Yes, sir.

Q. Therefore, the effect on the relative showing will be [fol. 172] practically nil?

A. Yes, sir.
Q. Is that correct?
A. Yes.

Mr. Norman: That is all.

Com. Aitchison: Is there any further redirect?

Mr. Norman: That was the first opportunity I had been given. I would not have called this cross-examination, if I had been given an opportunity to cross-examine him on direct.

Com. Aitchison: Does anyone else wish to cross-examine Dr. Edwards?

Mr. A. L. Reed: I have a few questions, if you please, Mr. Commissioner.

Com. Aitchison: Mr. Reed.

By Mr. A. L. Reed:

Q. Speaking for the Southwestern motor carriers, Doctor, I would like to ask if you would mind giving us the principal service units that make up the difference between a five-ton car of less than carload freight and five-ton car of carload freight, breaking it down as between terminal and line haul. I will illustrate what I have in mind, Doctor. Look at page 73 and page 83 of your exhibit 3.

A. Yes.

Q. The terminal differences between a less than carload car with 5 tons and a carload car with 5 tons, amount to 24.374 cents. You have said in response to one question it [fol. 173] did not include pickup and delivery cost. What we would like to have would be the principal service units that make up that difference.

A. You are referring to a 5-ton load moved a distance of how many miles?

Q. Well, the first one is 10 miles. The difference is 24.5 cents. Your terminal differences, however, are static. They remain the same.

A. Well, it will take me a couple of minutes. Those figures are buried in this trunk here. I will have to get them out.

Q. The main question I desire to ask in connection with that is this: we cannot ascertain that information except from your figures that you have with you? There is nothing in any exhibits that would give us reference to the principal service units that go to make up that difference?

A. I might say that—yes. You can reproduce that yourself. In fact, you can reproduce any cost scale through table 87, and the procedure is shown on pages 151 and 152.

Q. Would that give us——

A. Pardon me.

Q. Yes.

A. I said "table 87". I should have said tables 88 and 89.

Q. Would that give us reference to the units and the divisions which you made as between the service unts?

A. That gives you reference to all sources that we used, that we have used. You can check that difference for any [fol. 174] mileage, for any item of cost and for any weight by setting up——

Q. Pardon me, Doctor.

A. Yes.

Q. I believe you misunderstood me.

Com. Aitchison: Mr. Reed, he is going to be permitted to conclude his answer. After he gets through, you may move to strike if you so desire.

The Witness: By setting up the less than carload and carload cost shown and following the procedure shown on pages 152 and 153, we used the unit costs from Southwestern territory, and we purposely put in table 87 and showed the procedure on page 152 and 153, so as to permit any party that desired to rework the cost scales or any other ratio, such as per cent empty and loaded, or to set up any comparison they desired.

Mr. A. L. Reed: I believe you misunderstood me, Doctor.

By Mr. A. L. Reed:

Q. I wanted to get the principal service units that would make up the difference between a 5-ton carload car and a 5-ton less than carload car, the units of service.

A. The principal difference would be in the terminal service, in the platform work of handling. As to the line haul cost, in either case, if you compare it with a box car movement, the tare weight, the per cent return empty and so forth would be identical, even so far as the car mile costs are concerned, and the gross ton mile costs are concerned. The difference would be in the terminal cost. On the one [fol. 175] hand you would have a lesser switching cost, but on the other hand you would have a higher station cost.

Q. Could you give us briefly a few of the service units in the station cost that make up that difference?

A. In the station cost?

Q. Yes.

A. Group 8 contains—pardon me. May I refer you, in answer to your question, to exhibit 3, page 153, the caption to columns 1 to 9.

Q. Those are rather broad groupings, are they not? They do not give us the principal service units that would be applied, do they?

Com. Aitchison: What do you mean by "principal service units"?

The Witness: Groups 8 and 9 would be the principal service units that would apply.

Com. Aitchison: What do the witness and counsel mean by "principal service units"? Please elucidate.

Mr. A. L. Reed: The Witness, Mr. Commissioner, has used the term in his explanation "service units", that are multiplied by the separated costs. Nowhere in the exhibit have I been able to find the service units that would make up the difference between, for illustrative purposes, the 5-ton less than carload box car and the 5-ton carload box car. There are general broad groupings, but what I desire to [fol. 176] ascertain are the principal items of expense that would make a difference of 24 cents per 100 pounds in the cost of handling a 5-ton less than carload car and a 5-ton carload car.

Com. Aitchison: Does that not involve his going over the whole process of his exhibit again?

Mr. A. L. Reed: No, sir, not if he gives us the principal units of service he used in calculating the difference between them.

Com. Aitchison: Which he cannot do without going through the whole exhibit.

Mr. A. L. Reed: And the point is, which we cannot check without having the information.

The Witness: I think, Mr. Commissioner, I can answer the gentleman's question.

Com. Aitchison: All right. Do that.

The Witness: Group 8 and group 9, all expenses.

By Mr. A. L. Reed:

Q. On page 153 of exhibit 3?

A. Yes, columns 5 and 6.

Q. Now would those items of expense, Doctor, vary with distance?

A. No, sir.

Q. Should the linehaul expense per mile, the cost of handling a box car loaded with 5 tons of less than carload freight and 5 tons of carload freight—should the line haul per mile cost be the same under your formula?

A. I have so indicated. I indicated that a moment ago, [fol. 177] but I was in error. There would be a difference in that we have distributed the transfer cost of less than carload traffic on a mileage basis, a net ton mile basis; so that for every mile the less than carload traffic moves, it picks up a small amount of expense for the transfer cost of less than carload traffic. So for that reason, the less than carload traffic has a higher rate of expense.

Q. Correspondingly, in connection with your carload cost did you give any consideration to the effect of stopover privileges to partially unload or load or transit privileges that would result in a similar stop and similar handling?

A. No, sir.

Mr. A. L. Reed: That is all, thank you.

By Com. Aitchison:

Q. Well, the difference which Mr. Reed referred to would be very largely minimized if in the illustration he gave, you subtracfed 19 cents from the less than carload figure, would they not?

Mr. A. L. Reed: According to my calculations, they vary.

Com. Aitchison: They vary a mill or two.

Mr. A. L. Reed: More than that.

The Witness: Yes.

Mr. A. L. Reed: If my calculations are correct. The point I wanted to make, Mr. Commissioner, is we can only check the thing by getting the detailed figures. That is all I have.

Mr. Thornton: I would like to ask one or two questions, if [fol. 178] the Commissioner please.

Com. Aitchison: For whom are you appearing?

Mr. Thornton: The New Orleans interests. We are not lined up either with the south or southwest.

Com. Aitchison: Mr. Thornton.

By Mr. Thornton:

Q. Dr. Edwards, in compiling your cost study, have you used in any case the total tons reported to you as carried by the railroads making the reports to your organization or to your office?

A. In no place did we use total tons.

Q. Have you used total cars either originated or delivered or both?

A. Yes, sir. We have used that, yes, sir.

Q. You realize, do you not, that on a very large volume of traffic transported by the railroads, transit privileges are accorded en route on such traffic and that the railroads count the cars into the transit point as separate and distinct from the cars handled out of the transit point, although it is the same commodity?

A. Yes, sir.

Q. Now, with respect to that duplication of count, would that have any effect upon the cost study?

A. No. That is the type of count we would not want. As to wheat or other items being milled in transit, as far as that shipment is concerned, that car has lost its identity. [fol. 179] That car has received a terminal switching, the work was done and the operation on that particular movement ceased. Now, if three or six months later the grain was again loaded in the car, there would again be a switching movement and we would have another line haul and another terminal. For our purposes, we desired the count to be as it has been made.

Q. This is the question: to obtain the cost to the railroad of handling a carload of a particular commodity accorded transit, we will say a commodity weighing 25 tons, moving 50 miles from initial origin to the transit point and 250 miles from the transit point to destination, your costs shown on page 33 of your exhibit No. 2 would not be the costs for such a movement, would they, for 300 miles total?

A. Our cost follows in the wake of the actual physical operation. If there were two physical operations, then the cost would be the same for two movements for each mileage.

Q. It would be the cost for 50 miles and the cost for 250 miles separate?

A. Yes, provided there would be such a switching movement there and the material was not merely taken out of the car and reloaded back without any additional switching movement between, which I presume would not be the case.

Q. Doctor, have you been requested to make a similar ...st study covering ocean-rail and rail-ocean-rail traffic?

A. Similar to this?

[fol. 180] Q. Yes.

A. No, sir.

Mr. Thornton: May I ask, Mr. Commissioner, if such a study will be made?

Com. Aitchison: Nobody has indicated any desire for it up to the present moment.

Mr. Thornton: The reason I asked this question is that the ocean carriers and water carriers are parties to this proceeding and this study is entirely a railroad study.

Com. Aitchison: We may and we may not be able to make rates with respect to rail and ocean. I do not know.

Mr. Thornton: That is all, thank you.

Mr. Bee: Mr. Chairman, I stated this morning that Mr. Camack of the attorney general's office of Texas was a member of our Steering Committee. I should have said Mr. Tanner of El Paso represented the state of Texas. I have one or two questions of Dr. Edwards, if you please.

Com. Aitchison: Proceed.

By Mr. Bee:

Q. Dr. Edwards, as I understand it, your division of so-called territories, such as the southwest, comprises railroads and does not comprise territory, is that correct?

A. May I have the question again, please?

Q. Your designation of territory, such as Southwestern territory, comprises railroads and does not comprise land area or territory or states?

[fol. 181] A. We first set out the desired land areas or states, if you want to put it that way, and then we took the railroad expenses to conform as closely to that land area, and those land area boundaries, as was practicable.

Q. The St. Louis-San Francisco Railroad operates into the large terminals of St. Louis and Kansas City, is that correct?

A. (No answer.)

Q. If you do not happen to know where it does operate, will you accept that statement as correct for the purpose of the question?

A. What was the name of the railroad?

Q. The St. Louis-San Francisco.

A. Yes, sir.

Q. You have assigned the entire St. Louis-San Francisco to the Southwestern region, have you not, or to the Southwestern cost study territory?

A. Yes, sir.

Q. That same statement applies to the Missouri-Kansas-Texas Railroad?

A. Yes. We set that up separately so it could be lifted out. However, as territory 7 is set up, it includes that railroad in its entirety.

Q. You did not set it out in its entirety. You set out part of the Missouri-Kansas-Texas comprising the northern district, did you not?

[fol. 182] A. Yes, sir. However, as you correctly stated, the Southwestern territory includes that railroad in its entirety.

Q. The same statement applies to the Missouri Pacific Railroad?

A. I beg your pardon?

Q. The same statement applies to the Missouri Pacific Railroad?

A. It includes the area south of St. Louis.

Q. Now, the heavy coal division of the Missouri Pacific Railroad, which means all of the coal from Illinois brought into St. Louis or switched at St. Louis, is in the so-called Southwestern region, is it not?

A. Well, I do not know whether it is or not.

Q. Well, you have included the Illinois division, which is that line of the Missouri Pacific running down the eastern side of the Mississippi River, have you not?

A. The Missouri Pacific operations included in Southwestern territory include all lines in Illinois, Missouri east of Poplar Bluff, all lines in Arkansas south of Diaz, and all lines in Oklahoma and Louisiana. Now, I do not know where that line to which you refer——

Q. The Illinois division.

A. If it is in Illinois, then it was included in Southwestern territory.

Q. Yes. So that the terminal expenses in St. Louis and Kansas City of the St. Louis-San Francisco, the Missouri Pacific, and the Missouri-Kansas-Texas and the terminal [fol. 183] expenses in Kansas City of the Kansas City Southern Railway, are all assigned to the Southwestern region?

A. Yes, sir.

Q. Now, the Terminal Railroad Association has been left out of your figures entirely and your calculations, have they not?

A. Yes, sir.

Q. Then to the extent, Dr. Edwards, that the terminal expenses of the Terminal Railroad Association of St. Louis and the Terminal Association of Kansas City have been left out of the calculations and the terminal expenses in St. Louis of the three large lines which I have named and the four large lines at Kansas City are charged to the southwest, would it not have the effect of assigning to the Southwest a higher portion of terminal expense than would otherwise be assigned to the Southwest?

A. It might have that effect.

Mr. Bee: Thank you Doctor. That is all.

The Witness: I would like to amplify that and say that there again there was this problem of what constitutes the southwest, whether the boundary of Southwestern territory should be the state line along the southern boundary of Missouri, or whether it should extend from Kansas City to St. Louis. There has been some discussion as to where the boundary line properly lies.

By Mr. Bee:

Q. Well, you do know for rate purposes that they have always for the last 10 years considered the Rock Island [fol. 184] Line from St. Louis to Kansas City, or from Labadie to in the vicinity of Kansas City has been considered the southern boundary of so-called zone 1 territory?

A. Well, I did not know that.

Mr. Bee: That is all.

Com. Aitchison: Just for the sake of the record, of course, your statement is not evidence, or your question as put is not in the form of evidence.

Mr. Bee: I did not hear you, Mr. Commissioner.

Com. Aitchison: I say, your question is not evidence.

Mr. Bee: I agree with you.

Com. Aitchison: All right.

Mr. Bee: The Commission's own decision is, though, in Docket 13535.

Com. Aitchison: That is not in this record, either.

Mr. Bee: I think it is one you take judicial knowledge of.

Com. Aitchison: It is not one we take judicial notice of unless it is properly called to our attention, and it has not been yet.

Mr. Bee: It will be before the case is over.

Com. Aitchison: Very well. Are there any other questions of Dr. Edwards?

Mr. Weeks: I would like to ask one or two questions, Mr. Commissioner.

By Mr. Weeks:

Q. Dr. Edwards, I understood you in reply to Mr. Bee [fol. 185] to say that the terminal expenses of the Missouri Pacific Railroad were included in the Southwestern figure. If you will refer to your exhibit No. 2, page 17, does that not indicate that the terminal expense of the Missouri Pacific at St. Louis and Kansas City is included in Western Trunk Line, under group 8?

A. May I read to you—perhaps I will have to get a map of the Missouri Pacific to settle this. I would like to read to you the separation we made of the Missouri Pacific Railroad Company, describing it a little more specifically than appears in exhibit 2: the operations included in the Western Trunk Line territory of the Missouri Pacific Railroad Company are all lines in the states of Nebraska, Colorado and Kansas and in Missouri from Kansas City to Joplin and from Poplar Bluff via St. Louis including the lines via Diaz, Arkansas. The operations in Southwestern territory include all lines in Illinois, Missouri east of Poplar Bluff, all lines in Arkansas south of Diaz, and all lines in Oklahoma and Louisiana.

Q. I understood that——

A. Pardon be.

Q. Pardon me.

A. I will have to make a little check to see what the map of the Missouri Pacific shows as to where the Missouri Pacific terminal is, now that you raise the question.

Q. Well, I understood you in reply to Mr. Bee to say [fol. 186] that the switching at St. Louis and at Kansas City

of the Missouri Pacific Railroad would be charged to the Southwestern district, whereas in your group 8 on page 17 you assign the St. Louis terminal and Kansas City terminal divisions of that line to the Western Trunk Line.

A. What page is that?

Q. Page 17, under group 8.

A. Yes. It appears I was in error in stating otherwise.

Mr. Weeks: Thank you.

The Witness: These terminal divisions are in territory 8.

Mr. Weeks: That is all.

Com. Aitchison: Is there any further cross examination of Dr. Edwards? (No response.) Have you any other questions, Mr. Smelker?

By Mr. Smelker:

Q. Have you any other comments you wish to make at this time, Dr. Edwards?

A. I might make this comment with respect to access to our working papers by individual railroads: of course, that is not a matter of my concern. It does not make any difference to me. However, I wish to make this observation, that using costs by individual railroads, one must take into consideration this fact: we have made no adjustment for joint facilities in this study, feeling that when we deal with territorial totals, those joint facilities to a very large degree cancel themselves out. The same is true with regard to [fol. 187] switching, where one carrier does more switching for another carrier, than the other carrier does for the first carrier. On a territorial basis, those items cancel themselves out. The instructions in Form-A, which we have set up here, provide that where this formula is to be used to set up cost scales for individual carriers, adjustments for those items should be made. Any party making use of this formula should take that into account. That is all I have.

Mr. Smelker: You may step down.

Com. Aitchison: You are excused.

(Witness excused.)

Com. Aitchison: Call your next witness.

Mr. Smelker: Mr. Hobbs.

Com. Aitchison: Be sworn, Mr. Hobbs.